

# LETHBRIDGE

A large, dark silhouette of a tall wooden water tower with a lattice-like structure, and a smaller building with a gabled roof, are set against a warm, orange-hued sky at sunset or sunrise. The water tower is on the left, and the building is on the right.

From  
**Coal Town**  
to  
**Commercial Centre**  
A Business History

by  
**Dr. Alex Johnston**

Occasional Paper No. 31

**Lethbridge Historical Society**

Box 974

Lethbridge, Alberta, Canada

T1J 4A2

1997





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1997 Editors and  
Publication Coordinators  
Irma Dogterom & L. Gregory Ellis

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**COVER PHOTOS:** Lethbridge began as a coal town, indeed its only reason for being, in the late 1800's, was the coal deposits in the river valley. It was not a N.W.M.P. post, and was not on the trail going east to west. Only the coal, so necessary to the early railroad, gave the site importance.

**FRONT:** "The End of Our Beginnings" Galt #8 Mine remnants in silhouette. Lethbridge has grown from a coal mine village in the river valley to the commercial centre of Southern Alberta. (Galt #8 Mine operated from 1935 to 1957, producing a total of 3 187 403 tonnes of coal. It is estimated that only five percent of the available coal deposits have been taken from the Lethbridge Coal Field.) Carlton R. Stewart photograph.

**BACK:** Photos on the back cover illustrate some of the commercial changes which have occurred since the incorporation of the town.

In the downtown area, Piche and Miron operated a butcher shop at 106 - 5 St. S., supplied by their own slaughterhouse. Again the staff was much larger than a similar operation today. Nine men behind the counter, and one man, perhaps a customer, in front. Left to right: Dick Coultry, Ross Marselus, J. Richie, Tony Zalt, W. Manson, S. Marker, Mandus Rowean, Doug Robson, and Unknown. Meat and weight scales are on the counter. P19760211016GP

Supina Mercantile, 214 - 13 St. N. carried everything a family might need (except hardware), with a Grocery Dept., Butcher Shop, Men's Ware, Children's Ware, Ladies' Ware, Fabrics, & Notions (thread, trim, etc.). This store, with 24 employees in the photo, had a staff almost as large as the department store of modern times. P19738342000GP

City Bakery offered confections to those who could afford to purchase them. (Most of the early households baked their own bread, cookies, cakes, etc.) Also in the photo is Geo. McCuaig's store. Photo ca 1890-1905. Both are two storey frame buildings. Frame buildings were later considered a fire hazard in the downtown area, and many restrictions were put on their construction. P19760208059GP

The John Berte grocery store at 707 - 9 Ave. N., supplied Stafford village with daily necessities between 1918 and 1944. Left to right -- Louie Bagozze, Guido Bagozze, Victoria Berte, Emelio Zanoni, two girls in front are Sylvia Dorogotti (Left), and Amelia "Millie" Berte. The two boys on the right are believed to be Joe Chollak, left, and Johnny Seaman. P19841069001GP

In 1997, service such as shown in these photographs is unknown in a modern shopping mall, which in turn is a total change from the frame buildings of our past.

This 1997 edition was prepared entirely on the Lethbridge Historical Society computer. Camera-ready printouts were prepared on the George and Jessie Watson Memorial Computer Centre. Printed and bound in Canada by Graphcom Printers.

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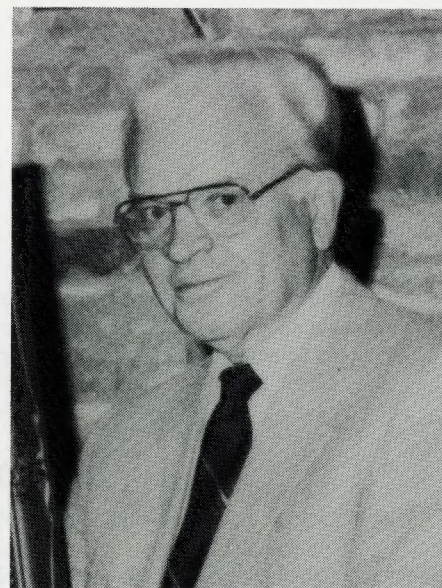
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The capitalist is a benefactor of society. And, before anyone starts to scoff, let him look around at modern domestic miracles--the telephone, television, hi-fi, car, even the ballpoint pen. All were the result of someone taking a chance on his own judgment. In a world of ceaseless change and uncertainty, no one can be sure of the outcome of any new venture. Many more fail than succeed. However much profit he may hope to make, the capitalist must first give before he can hope to receive. He must have faith in himself and in his product or service. Above all, he is more likely to succeed if he is concerned with the welfare of others, especially of his customers. We believe these characteristics describe the businessmen of Lethbridge and district, to whom this book is dedicated.



## FOREWORD

This is a history of business in Lethbridge. The vehicle chosen to tell the story was the history and development of the Lethbridge Board of Trade, later the Lethbridge Chamber of Commerce, which was organized in 1889.

The first three chapters of the study owe much to Dr. Andrew A. den Otter, Assistant Professor of History, Memorial University, St. John's, Newfoundland. Dr. den Otter was one of a handful of historians to study in depth and publish at length on entrepreneurship in Southern Alberta. He selected as his area of interest the contributions of Sir Alexander Tilloch Galt and his son, Elliott Torrance Galt, to the development of the region. In 1975, den Otter completed a doctoral thesis on the subject and, since 1975, has published several additional papers. His most recent study was a book, "Civilizing the West: The Galts and the Development of Western Canada" (Edmonton, University of Alberta Press, 1982).

Dr. Owen G. Holmes, Academic Vice-president of the University of Lethbridge, published a study in 1971 entitled "Come Hell or High Water," which described the events leading up to, and following, the opening of the Lethbridge Junior College in 1957 and the University of Lethbridge in 1967. Dr. N. Brian Winchester, also of the University of Lethbridge, in 1976-77 studied leadership in Lethbridge; his work was reported in the Lethbridge Herald and was presented at a Political Science Conference in Saskatoon, Saskatchewan, in 1979.

Mr. W. J. Elliott, Supervisor of the Sir Alexander Galt Museum/Archives, read the manuscript, made many valuable suggestions, and was helpful in other ways. Ms. M. Jean Potts, City Archivist (later Assistant City Clerk), made available minutes, briefs, reports, and other publications by, or related to, the Lethbridge Board of Trade or Chamber of Commerce.

Microfilm of local newspapers and clipping files were made available by the Lethbridge Public Library, as were clipping files and references from the Lethbridge Herald library. Mr. John Kolpak, head of the Lethbridge Research Station photographic library, offered advice and help with many of the illustrations. Mr. Art Potvin, Technical Services Section Head, Irrigation Division, Alberta Agriculture, helped in the preparation of the graphs.

As described later, the City of Lethbridge developed from drift mines opened by Nicholas Sheran (1874) and the North Western Coal & Navigation Company (1882), whose president was William Lethbridge. Names that have been used to describe the Lethbridge area include the Blackfoot *Aksaysim* or Steep Banks, *Mek-kio-towaghs*, variously translated as Painted Rock, Red Painted Rock or Medicine Stone, *Assini-etomochi* or Where They Slaughtered the Crees (referring to the Indian Battle of October 1870), and *Sik-okotoks*, literally Black Rocks (Coal); the Sarcee *Chadish-kashi*, also Black Rocks; the Cree *Kuskususkisay-guni*, again Black Rocks; the Stony *Ipubin-saba-akabin* or Digging Coal (descriptive of the city's beginning as a coal mining town); and the European names, The Coal Banks, Coalbanks, Sherans, Sheran's Ferry, The Crossing, The Colliery, Newlethbridge, Lethbridge Colliery, and, from 1 October 1885, Lethbridge.

Alex Johnston  
Sir Alexander Galt Museum  
Lethbridge, Alberta, T1J 0P3

September 16, 1982



*About this manuscript: Alex's original manuscript, titled Lethbridge A Business History, was photocopied for the Lethbridge Public Library Senator Buchanan Collection, and for the City of Lethbridge Archives. Formal publication has not taken place until 1997. Editor*

## LETHBRIDGE--A BUSINESS HISTORY

### The Story of the Chamber of Commerce

About 1977, I was invited to sit in on a meeting of the Lethbridge Chamber of Commerce History Committee. Some of those present included Fred King, A. W. Shackleford, Terry Bland, W. J. Cousins, and Chamber Manager C. F. Holloway. (I was there as president of the Lethbridge Historical Society.)

The discussion centered around a history of the Chamber. It was agreed that a written history of the organization was desirable. The main problem turned out to be, "Who will write the history?" A couple of names were suggested--J. H. Carpenter (who had recently written a history of the Lethbridge City Police), R. F. P. Bowman (retired superintendent of CPR who had published on Railways in Southern Alberta), or "Tommy" Ferguson (retired City Clerk with a deep interest in Lethbridge history).

I was thinking of early retirement from the Public Service of Canada. I knew that by December 1980 I would have completed more than the 35 years required to go on full pension, by purchasing time involved in military service. Therefore I suggested that if the Chamber wanted to wait for three years or so, I would undertake the writing of its history as a retirement project. Those present jumped at the offer and there the matter rested.

During 1981, I wrote the material enclosed herein and turned over a completed manuscript to the Chamber on September 16, 1981. (This was exactly 92 years after its founding in Lethbridge in 1889.) However by that time printing costs had appreciated considerably. In spite of efforts over the next year, notably by A. L. Batty, it became obvious that the Lethbridge Chamber of Commerce simply could not afford to publish this study.

I would like to record that this study involved about nine months of work on my part. It took this long mainly because my knowledge of the city and its history was mainly confined to the early years and I had to learn the more recent periods as I went along. In all, typing and purchase of photographs have cost me an estimated \$1,000. The Chamber of Commerce has contributed essentially nothing to this project.

Alex Johnston  
November 12, 1982



## Acknowledgements

The original manuscript came to light while researching the history of some of the city's older buildings. The Lethbridge Historical Society Book Publishing Committee reviewed it and decided it had merit. The Publication Committee asked Irma Dogterom and Greg Ellis to act as co-editors in formatting the document in the style we have used for recent publications. Minor editing changes were made, and many additional photos were added, as many of the first set originally selected by Alex were included in his book, "Lethbridge - A Centennial History" which was published in 1985. Also the collection at the city archives has grown much larger since 1982 and more photographs were available. A chapter was added to bring the publication up to 1997, as the City has seen many changes in the 15 years since the original document's completion.

The Alberta Historical Resources Foundation provides financial assistance to the Historical Society of Alberta and its Chapters to help us fund projects such as this. And, through the continued effort by the Lethbridge Historical Society over the last four decades, we have been able to bring to the citizens of Lethbridge and Southern Alberta an impressive selection of publications. This project is a continuation of that effort, we have been able to do it without the assistance of the Lethbridge Chamber of Commerce.

Many individuals have contributed their time and talents to complete this project. Jean and Andrew Johnstone scanned the typewritten pages of the original into their computer, and Microage transferred this IBM disc to Macintosh format. Pat Marshall and Linda Cerney of the City of Lethbridge Archives searched out photographs, and assisted with updating data to 1997. David Dowey read the first draft to catch many small errors in format, punctuation, and spelling. Society President, William (Bill) Lingard gave it a last review just prior to sending it to the printer. Lorna Kurio of the Economic Development Dept. of the city offered assistance with the cover. Finally we would like to recognize the contribution of Carlton (Carly) Stewart, whose knowledge and assistance were invaluable in completing this book. A valuable addition to the written history of the City of Lethbridge, we hope you will enjoy reading this heretofore unpublished work of the late Dr. Alex Johnston.



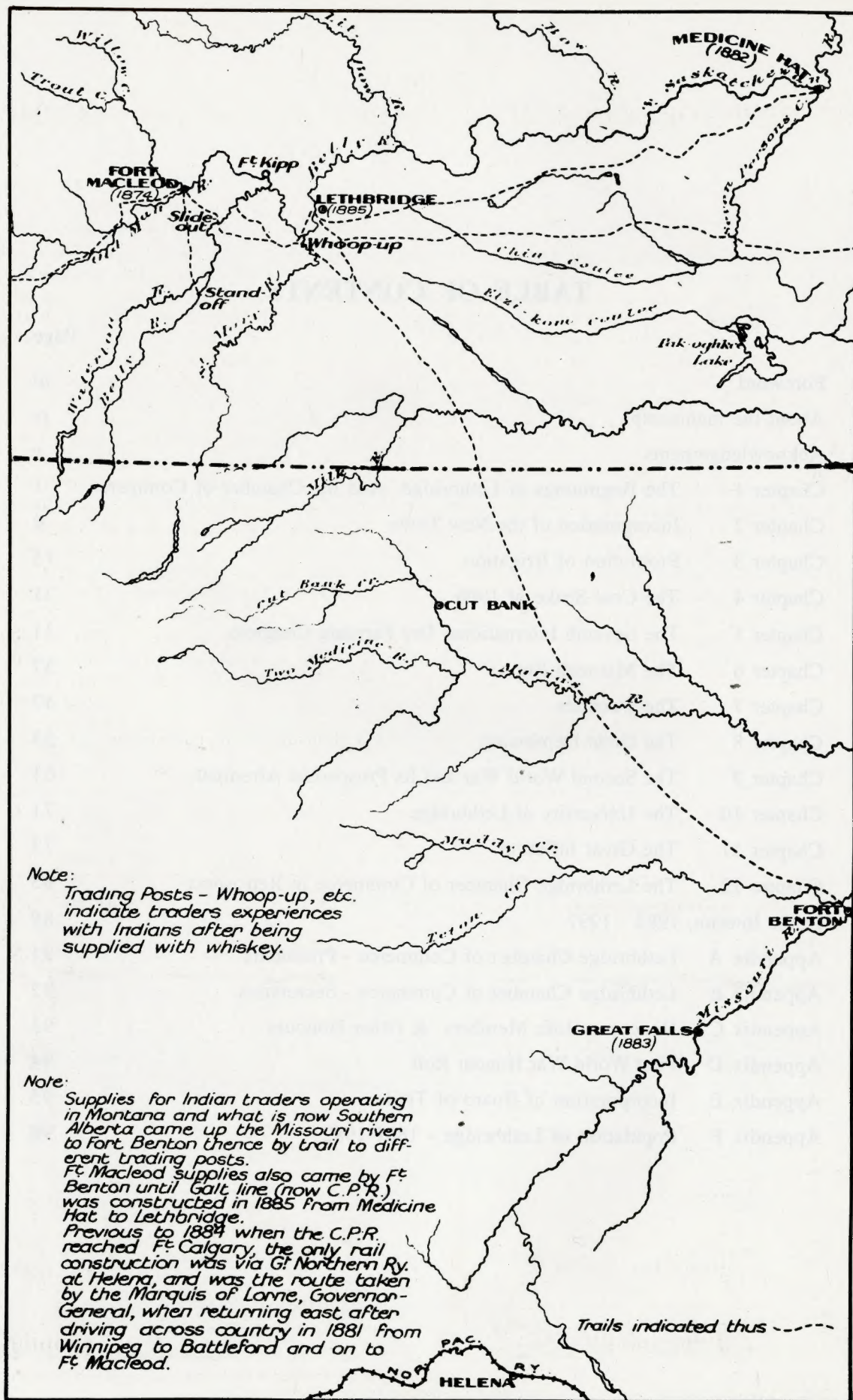




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Map of Whoop-Up Country about 1885. P19735201010GM



## Chapter 1

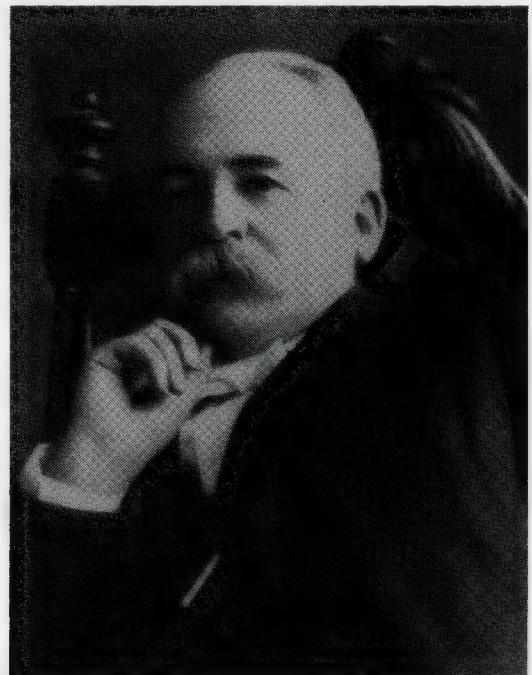
### THE BEGINNING OF LETHBRIDGE ... AND OF THE CHAMBER OF COMMERCE

The Lethbridge region formed part of the homeland of the Blackfoot Indians, a warlike, freedom-loving people who resisted European penetration of their territory until the 1860s. They comprised three tribes: *Sik-si-kah* or Blackfoot, so-named because their moccasins were usually black from the soot of prairie fires; *Kai'nah* or Many Chiefs, now called Bloods, the latter from a Cree term *Mih-kwee-ye-ne-wuk* meaning Blood People, apparently from their use of red ochre; and *Pi-ku'ni* or Scabby Robes, the significance of which is not known, now called Peigans. Collectively, they formed the nation known as *Sow-ki'tapi*, Prairie People. European fur traders along the North Saskatchewan River first came into contact with the Blackfoot and, hence, this tribal name came to be applied to the entire Confederacy.

By the early 1860s, prospectors from Montana had begun to penetrate Canada's Blackfoot country, lured there by the hope of finding gold. These prospectors never found gold but they did see that the Blackfoot were rich in buffalo robes and horses and they concluded that trading opportunities existed in what is now Southern Alberta. Also, they learned that a Blackfoot name for what is now the Lethbridge region was *Sik-okotoks*, The Place of Black Rocks, so-named from the many coal outcroppings that characterized the district. The prospectors translated the term as The Coal Banks.

In 1869, American military authorities decided to stop trade in alcohol with Indians on reservations across northern Montana. American traders, among them J. J. (Johnny) Healy and Alfred B. (Alf) Hamilton, looked to British Canada for new opportunities. Accordingly, on 6 December 1869, armed with a permit from General Alfred Sully, Commissioner for Indian Affairs for Montana, Healy and Hamilton organized a party of six wagons and 30 men, left Fort Benton, Montana Territory, and headed north to British Canada.

Their destination was the extensive river flats at the junction of the St. Mary and Belly (now Oldman) Rivers. Traditionally, this had been the heart of the Blood Indians' hunting grounds. Red Crow, scion of chiefs -- his father, Black Bear or *Kyiosiksinum*, his uncle, Seen-From-Afar or *Peenaquim*, and his grandfather, Two Suns or *Stookya-tosi*--and later a famed warrior-chief in his own right, was born there in 1830. The location was known to the Bloods as *Sow-kee-ak-ki-nas-kway*, or The Prairie Where Many Blood Indians Died, because of the number of people who perished there during the smallpox epidemic of 1837. The epidemic reached Fort Union on the Missouri via the steamboat *St. Peter*, was spread by means of infected blankets, and quickly decimated the Indians of the Upper Missouri River region. In 1869, the site was still a wintering and camping ground of the Bloods, undoubtedly the reason it was selected by Healy and Hamilton.



John Jerome (Johnny) Healy above, and Alfred B. (Alf) Hamilton right, were partners involved in the Indian trade out of Fort Whoop-Up and, hence Lethbridge's first European entrepreneurs. (P19851009000GP & P19851008000GP City of Lethbridge Archives)

Photos courtesy Montana Historical Association.



The Healy and Hamilton party arrived at the junction of the two rivers about Christmas 1869. There they built a post consisting of half a dozen crude cabins connected by a palisade. The trade goods they had brought with them consisted of the usual articles--pots, kettles, rifles, revolvers, blankets, and clothing. They had, in addition, 50 gallons of pure alcohol (ethanol). In those days an important trade article was "whiskey," a concoction of one-part pure alcohol to nine-parts river water, to which might be added a plug of chewing tobacco to give it color and a can of lye to give it a bite. Then it was brought to a boil to bring out its full flavour. The Indians would trade anything to obtain this mixture--their horses, robes, household goods, and sometimes their women.

The first post was called Fort Hamilton and it netted \$50,000 in that first winter of trading. As the wagons were loading up for the return trip to Fort Benton in the spring, someone upset a lantern and the first post burned to the ground. It is also possible that natives burned the post. Because of their success, Healy and Hamilton hired William Shanks Gladstone, a former Hudson's Bay Company boat builder, to build a second, more elaborate fort, later called Fort Whoop-Up. Gladstone, assisted by 30 Metis, spent the next two years on the task. Fort Whoop-Up became the most notorious of some 44 American trading posts established on Canadian territory in the period 1869-1874.

By 1873, the Canadian trade had reached significant proportions. In that year, 1,500 tons of goods arrived at Fort Benton on seven steamboats and about 20,000 buffalo robes were shipped to St. Louis, Missouri. As much as 20-25 percent of this trade may have been generated by the posts operating in what is now Southern Alberta. Thus, commerce arrived in Southern Alberta.

As time went on, murders during drunken brawls at Fort Whoop-Up became frequent and a state of utter lawlessness prevailed. The Canadian government of the day was made uncomfortably aware of the activities of the American traders by a massacre of Assiniboine Indians in the Cypress Hills and a resultant uproar in the Eastern papers. In 1873, authorities organized a paramilitary body known as the North-West Mounted Police (NWMP), now the Royal Canadian Mounted Police. This small force marched westward and, on 9 October 1874, occupied Fort Whoop-Up and put a stop to the whiskey trade. On 13 October, men of the Force began to build Fort Macleod, thus establishing a Canadian presence on the western plains. As important, the NWMP earned the trust of the Indians and set the stage for the peaceful settlement of this land. Thus, our first institutions--law and order and the police--arrived in Southern Alberta.

Responsible Montana merchants welcomed the NWMP and the end of the whiskey trade. It had been a brief but dangerous period. Ordinary commerce

was far safer and much more profitable than the trade in whiskey had ever been.

On 9 October, the day the NWMP occupied Fort Whoop-Up, Isaac G. Baker was in Helena, Montana, buying supplies for the Force. According to the Helena Herald, "*Mr. I. G. Baker, of the extensive mercantile trading and forwarding house of I. G. Baker & Co., Benton, has been several days in the city purchasing groceries, hardware, clothing, and other goods to fill out a complement of 40,000 pounds of supplies and stores for the Queen's Mounted Police, ordered for duty across the border. The Headquarters of the Police--numbering 150 men under command of Major McCloud -- are to be established on Belly River, about 240 miles north of Benton, from which point all supplies are to be furnished. Messrs. Baker & Co. have the supply and freighting contract for this year, and one of their trains, loaded with a mixed cargo, leaves in a few days for the Belly River Country.*" The paper went on to say that "... costs were high with everything at Whoop-Up \$1.00 per pound, flour \$100 per sack, etc." Freight charges from Benton to Whoop-Up and Fort Macleod seemed to be in the order of six cents per pound.

Fort Hamilton N. W. T.				
1879 T. C. Power, Fort Macleod				
Bought from D. E. Akers				
Oct 24	Sk	469 Antelope	@ .25	117.23
	"	3 1/2 Beaver	@ 1.00	3.50
	"	24 Badger	@ .25	6.00
	"	6 Skunk	@ .25	1.50
	"	1 Kit Fox		.30
	"	11 Wolf	@ 1.00	11.00
	"	8 Coyotes	@ .75	6.00
				\$ 145.53
Cash				15.00
				\$ 160.53

An 1879 account from Fort Hamilton (Fort Whoop-Up).

In the summer of 1879 Elliott Torrance Galt, then Assistant to the Commissioner of Indian Affairs, crossed the Belly River and noted a drift mine being worked by a man named Nicholas Sheran. Sheran had come to Fort Whoop-Up, located a few miles upstream, in 1874. He opened a drift mine and began to sell coal to traders from Fort Benton and, after the coming of the NWMP, to Fort Macleod and outposts such as Fort Kipp. Sheran's mine was the first commercial coal mine in Alberta.

Whoop-Up coal began to reach Fort Benton in quantity in 1879, or at least that was when it began to be noted in the local newspaper. There was a large shipment on 5 September 1879. On 19 December, according to the Fort Benton Record, "*Wetzel & Co.'s bull train is expected in from Whoop Up Country*"



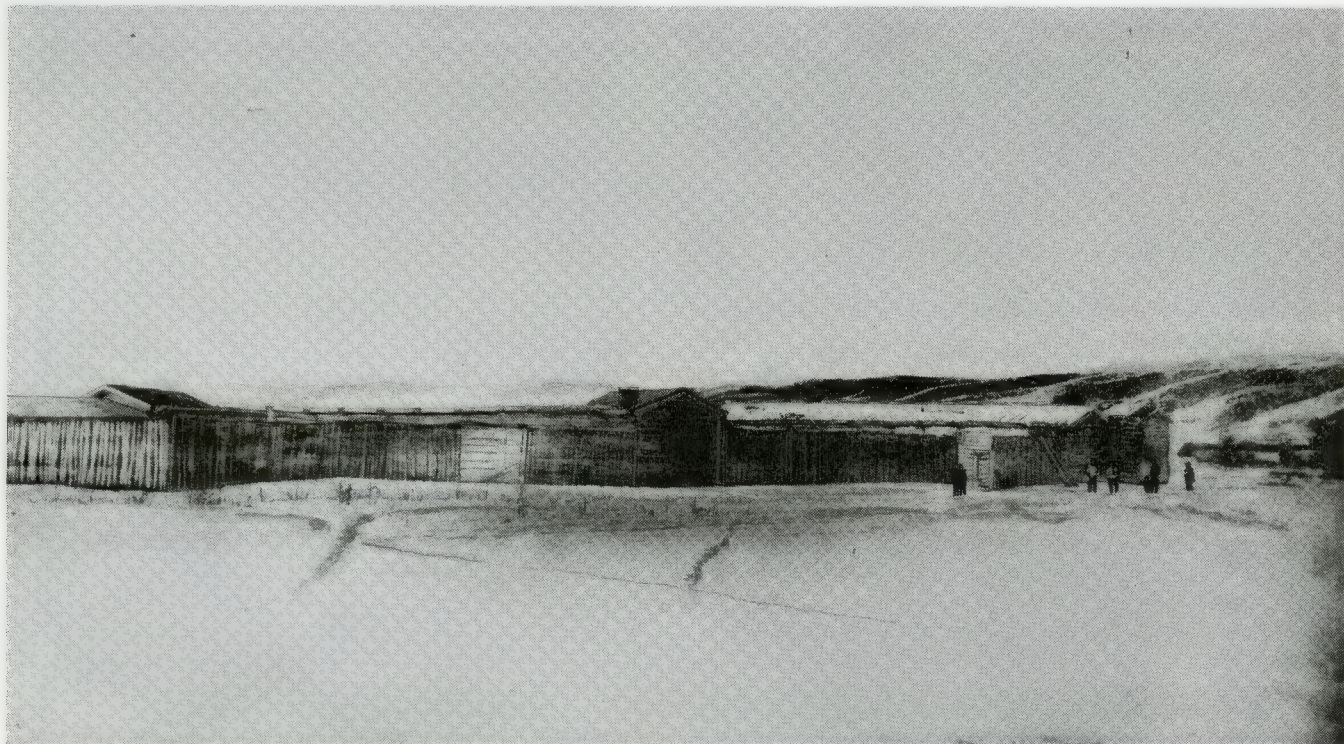
*next week. The train is loaded with Whoop Up coal, a very superior article of fuel, and one that is now greatly needed in Benton."*

Elliott Galt also noted that Sheran's Whoop-Up coal appeared to be of good quality and took samples for analyses in Montreal. In addition, he was aware that a new railway was soon to be built to connect the eastern provinces of the new Dominion of Canada with British Columbia. Surveys of a route for the new railway had started as early as 1872. By 1879 (the final decision was made in 1882), the weight of informed opinion had begun to swing from the more northerly or Fleming route, where coal for steam would have been obtained from the present Coal Branch-Hinton area, to one that would cross the southern prairies, where coal would be obtained from along the Belly River. Elliott Galt expected that the new railway would attract settlers and would need large quantities of coal for its own use. He expressed these thoughts to his father, Sir Alexander Tilloch Galt, then Canadian High Commissioner in London, and suggested that a company be organized to exploit the coal discoveries of the region.

Sir Alexander Galt was attracted to the proposal and brought it to the attention of English friends. William Lethbridge, a publisher from Devon, took an interest as did his partner, W. H. Smith. William Ashmead Bartlett Burdett-Coutts, a young American who had recently married the aged but immensely wealthy Baroness Angela Burdett-Coutts, was interested also. Each man subscribed 2,000 pounds sterling to meet preliminary expenses and Galt hired Captain Nicholas Bryant, a mining engineer from

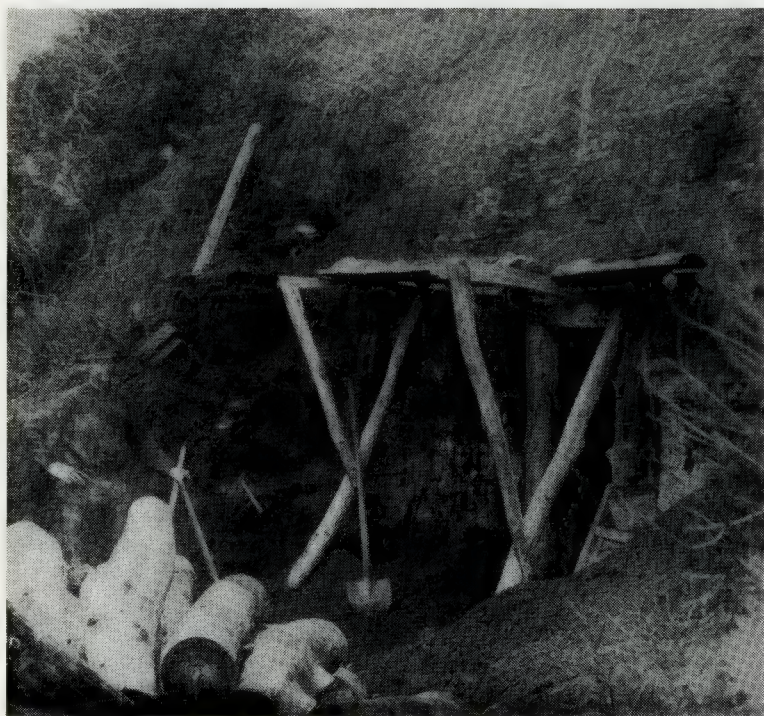
Nova Scotia, to conduct the initial surveys of the western coal fields.

Beginning in September 1881, Bryant (and later William Stafford) examined coal seams in the vicinity of what is now Lethbridge, a seam at Blackfoot Crossing, another seam at Horseshoe Bend on the Bow River, and still another near what is now Grassy Lake. Tests were made at these locations with the following results: At Blackfoot Crossing, three adits were made, one of which was taken in to a distance of 110 feet. The coal was found to be good when first mined but deteriorated seriously after a brief period of exposure to air and showed a large percentage of slack when being conveyed to market. The mine roof was also unsatisfactory. At Grassy Lake, three adits were run to a distance of 45 feet with unsatisfactory results. Again, coal was soft and the roof poor. Results of the experiments at Horseshoe Bend were the same. These locations were all tested before the Lethbridge location as they were nearer to the proposed line of the Canadian Pacific Railway. If the coal at these locations had been satisfactory, permanent works likely would have been constructed at one or the other of them, but the results of the tests at Lethbridge proved that the quality of the coal was superior and it would justify the expenditure of a large amount of money to demonstrate its value for steam and domestic purposes. With this end in view, in April 1882 the North Western Coal and Navigation Company, Limited, was formed with a capital of 50,900 pounds sterling. William Lethbridge was elected its first president. A contract was drawn up with the CPR for delivery of 5,000 tons of coal by river to Medicine Hat.



Fort Hamilton, later and better known as Fort Whoop-Up The first commercial enterprise in Southern Alberta P19760213002GP





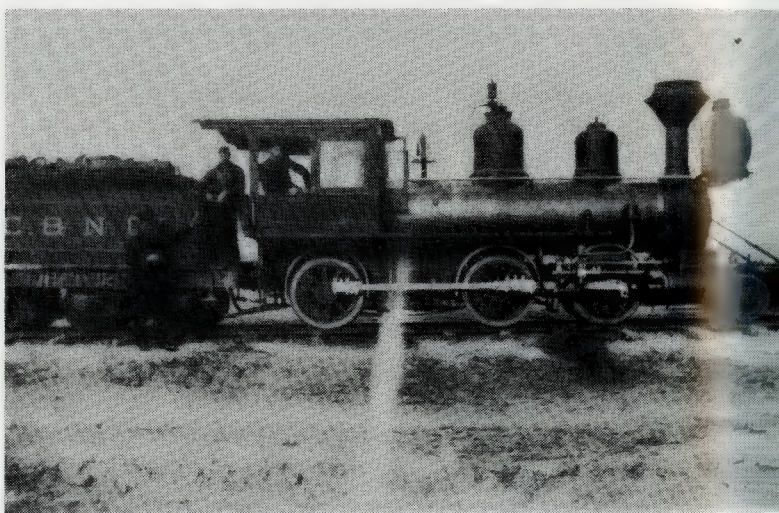
The entrance to Nicholas Sheran's Mine, the first commercial coal mine in Alberta, which was opened about 1872. P19640462000GP

William Stafford was the first Mines Superintendent for the North Western Coal and Navigation Company, Limited, and opened up many of the drift mines in the river bottom and shafts Nos. 1, 2, and 3. He was born in Patna, Ayrshire, Scotland, in 1842. He married Jane Gibb in 1863 and emigrated to Westville, Nova Scotia, where William was hired in the coal mines operated by the Acadia Coal Company of Pictou County. He lived in Westville with his wife and growing family until 1882. Then he was engaged to accompany Captain Nicholas Bryant to the West and to become the first manager and superintendent of mines for the North Western Coal and Navigation Company, Limited.

The westward trip was made with a party including his son, William Junior, and a group variously estimated at from 15 to 22 Nova Scotia miners. They travelled over the Whoop-Up Trail to Fort Macleod, where Bryant had earlier established his headquarters. With Captain Bryant, Stafford immediately embarked on the thorough reconnaissance already mentioned, eventually selecting a site on the Belly River at a place then known as The Coal Banks for the first mine.

Stafford and his miners began work on 13 October 1882, tunnelling into the face of a coal seam at a point now almost directly under the east end of the CP Rail High Level Bridge. According to Stafford's daughter, Mrs. Annie Stafford Peat, the miners who opened up drift mines Nos. 1 and 2 and worked during the winter were: Jim Conn, Dan McLean, James J. McKay, Peter Watson, Andy Anderson, Jim Ashcroft, John Bulmer, J. W. McDonald, Robert Todd, George Bezanton, and the two Emery brothers. By December, coal was being

taken from the mine with the first several hundreds of tons being hauled to Fort Macleod by bull train and marketed there. Most important, this activity fixed the eventual location of the City of Lethbridge because miners' shacks were built in the river bottom area, only moving to the upper prairie when a narrow gauge railway to Dunmore, near Medicine Hat, was constructed in 1885. Markets were found for the coal mostly with the CPR at Medicine Hat, and river steamers and barges provided the first transport. All this activity signalled the start of large-scale coal mining in Alberta and gave birth to the town of Lethbridge.



The first locomotive over the narrow gauge railway from Dunmore, 25 August 1885. The engineer was C. F. McPherson formerly an engineer on one of the river steamers, and the fireman was Bernard S. (Benny) Burrell. P19811011013GP

During the early stages, the mining camp known as Coalbanks, was simply a collection of shacks on the flats of the Belly River, 35 miles from its nearest neighbour. Every summer the operation attracted a few dozen Nova Scotia miners who left as soon as the mines closed for the winter. The family of William Stafford was one of the few that provided some sense of permanence to the settlement. When 36-year-old Mrs. Stafford gave birth to her twelfth child, Henrietta, on 31 October 1884, the Macleod Gazette noted, *"The population of the North-West would be rapidly and materially increased by a few more such women."*

The tranquility ended on 25 August 1885 when the newly-organized Alberta Railway and Coal Company completed its narrow gauge railway from Lethbridge to Dunmore, on the CPR main line. With transportation assured, the company began to recruit miners from the eastern United States and commenced full production. Lethbridge's present ethnic mix began at this time as many of the miners hired were not Anglo-





Lethbridge as it appeared on 20 November 1886 P19770171000GP

Saxons. By the end of October, Lethbridge had over 60 buildings including six stores, five hotels with saloons, four billiard rooms, two barbershops, and a livery stable. Despite the hasty construction, overall development was orderly because the company, as the original landowner, had surveyed the site and laid out wide, straight streets. Within months, Lethbridge had sprouted from a primitive mining camp to a thriving urban centre. According to the *Macleod Gazette*, the town had appeared instantly, "*... like a new-born city, dropped from the clouds.*"

The creation of a new town produced many openings for economic advancement for those able and willing to seize the opportunity. Thus, among the first citizens to arrive were young businessmen eager to establish themselves in the new settlement. Fortunately, their interests were not limited to business opportunities and most of them became actively involved in the formation of social institutions.

One example was Harry Bentley, who started a store in a tent in Medicine Hat and came to Lethbridge even before the completion of the narrow gauge railway. He soon had a thriving general store and, within a year, was one of the most influential men in Lethbridge. Another was John Craig, aged 26, a carpenter's helper who eventually opened a furniture store. Craig was instrumental in establishing the first school district in Lethbridge and became an early chairman of its board of trustees.

John D. Higinbotham was a 21-year-old from Guelph, Ontario, who had been a pharmacist with the NWMP in Fort Macleod. He and his brother Ed moved to Lethbridge in October 1885 to establish their own drug store. Higinbotham dispensed medical care as best he could, relying for professional advice on Dr. George Kennedy with the NWMP in Fort Macleod. (The two corresponded by letters sent via the daily stage coach.)

Late in 1885, 27-year-old Dr. Frank Hamilton Mewburn of the Winnipeg General Hospital became the medical officer with the North Western Coal & Navigation Company, Limited. Mewburn worked hard at his practice but also found time to serve on various civic bodies including the school board, the Board of Trade, and the town council and was elected Mayor on three occasions.

Company officials played an important part in the affairs of the town. Elliott T. Galt, resident manager of the company, tended to remain aloof but often made donations of land or cash to social organizations. Also, he was the town's major employer and his presence was keenly felt.

More prominent in local affairs was Elliott Galt's close friend and eventual brother-in-law, Charles Alexander Magrath. Magrath was born in North Augusta near Ottawa in 1860, and at age 16 became a sessional clerk in the House of Commons. He soon tired of this work, joined a land survey crew, and spent the next seven years in the North-West, the last two in charge of his own party. In May 1885,



Elliott Galt offered Magrath a post as the company's Land Commissioner, which he accepted. Late in July, he travelled to the mine site where one of his first jobs was to help Montague Aldous DLS to lay out the remaining streets and building lots for the proposed town of Lethbridge. Magrath became a leader of the town's social elite and was instrumental in the formation of nearly every social and civic organization.



Elliott Torrance Galt, General Manager of the Galt enterprises in Southern Alberta from 1882 to 1905. P19737727000GIP

All of these businessmen maintained contact with eastern suppliers by means of the railway and, more importantly, by means of the establishment of a telegraph service, installed in 1885. The telegraph line ran south of the present No. 3 Highway to about Bow Island and northeasterly to Medicine Hat. It was built by the Canadian government but was leased by the Galt companies, which quickly established a stranglehold on all forms of communication--telegraph, ferries, stagecoach, and railway. It tends to be forgotten today but until after the end of the Second World War telegraphy was the lifeblood of commerce, the most efficient way of transmitting large quantities of words over long distances. Long distance telephones began to be used increasingly after World War II and, in 1956, Telex was introduced to Canadian businesses. The Lethbridge telegraph office closed its doors in January 1976. Today, the only vestige of the once-great telegraph service of both the Canadian National and Canadian Pacific Railway companies is an electronic hybrid called CNCP Telecommunications.

While Lethbridge's professional and business men attempted to create the kind of community they had known in Ontario or elsewhere in the east, on these western prairies, the fluctuating production of the collieries also produced a transient, male-dominated, immature society that became one of the most unruly in Western Canada. Excessive drinking, gambling, frequent brawls, and open prostitution characterized community life. Fortunately, murders and violent crimes were rare and, to a large extent, drunkenness, gambling, and prostitution were confined to the river flats and to one of the promontories called The Point, which is now occupied by the Lethbridge Lodge Hotel,

Life was not very attractive in Lethbridge in the mid-1880's. Since there was no civic government, the town had no sidewalks, no street lighting, no water or sewage facilities, and no protection against fire. Public institutions such as churches and schools, banks, stores, and hotels improved year by year, but most buildings tended to be crude and drab. The streets were filthy with garbage, ashes, animal droppings, and even dead animals. They were dusty when dry and quagmires when wet. There were many stables for livestock in the new town and everyone had a stack of hay nearby, adding greatly to the fire hazard.

All of these things were mentioned in various editorials in the Lethbridge News, which was started by E.T. (Si) Saunders in November 1885. Saunders soon focussed on the need for a responsible, continuing civic government for Lethbridge. There is no doubt but that his editorials helped greatly in the formation of the Board of Trade now known as the Lethbridge Chamber of Commerce.

The organization of a Board of Trade in Fort Macleod on 23 November 1888 seemed to focus the attention of Saunders on the need for a similar organization in Lethbridge. His first editorial calling for some organized body to look after the interests of Lethbridge appeared on 19 December 1888. On 30 January 1889, another editorial appeared headed "Board of Trade." In it, Saunders pointed out that Boards of Trade had already been organized in Medicine Hat in 1887 and in Fort Macleod in 1888 and there was need for a similar body in Lethbridge. Ad hoc committees of various sorts had been organized but the results of their deliberations, or their actions, were soon lost or forgotten. As a result, there was little follow-up or continuity. On 2 June 1889, another editorial called for incorporation of the community as a town, or failing that, the organization of a Board of Trade. This time the advice was heeded and a Board of Trade was organized at a meeting in the Lethbridge House (now the Lethbridge Hotel) on 16 September 1889.





West side of Round Street (now Fifth Street South) between second and third avenues in 1890. The Lethbridge Board of Trade and Civic Committee, now the Lethbridge Chamber of Commerce, was founded at a meeting in the Lethbridge Hotel (centre) on 16 September 1889. P19760236003GP

The meeting was called for the express purpose of organizing such a body, and upon motion of Thos. Curry, seconded by Harry Bentley, the membership fee of the proposed Lethbridge Board of Trade and Civic Committee was placed at \$5.00. The membership list was then opened and at that first meeting the following became members: (The names are in order as taken from the record.) Thomas Curry, H. Bentley, J. H. Cavanah, John Hawley, E. T. Saunders, W. Colpman, T. F. Kirkham, Wm. Henderson, Wm. Oliver, E. C. Wilson, H. Martin, Geo. McFarquhar, Thomas McCaugherty, J. Bailey, T. McNabb, C. A. Magrath, W. A. Galliher, T. D. Kevin, G. W. Lafferty, C. C. McCaul, W. J. Hipperson, Robert Niven, A. J. Darch, W. F. Gay, A. T. McArthur, F. H. Mewburn, W. D. Whitney, Charles McKillop, and J. F. Malkin.

Upon motion of C. C. McCaul and J. H. Cavanah, the following were instructed to draw up the constitution: Bentley, McNabb, Mewburn, Cavanah, Galliher, McCaul, and the chairman, Thomas Curry. (The constitution of the Winnipeg Board of Trade, established in 1879, was used as a model.) There were two draft constitutions presented at the next meeting, which was held on 25 September. One was put in by the chairman of the committee and one by Thomas McNabb. From the record, it was apparent that more of the clauses from McNabb's constitution were adopted than from the other. After considering the constitution clause by clause, the meeting then elected the following officers: President, C. A. Magrath; Vice-president, Thomas Curry; secretary, W. A. Galliher; treasurer,

G. W. Lafferty; executive committee, W. Colpman, J. H. Cavanah, T. E. McNabb, John Hawley, H. Martin, and H. Bentley. The first business done was to instruct the Executive to see if something could be done to fix the Six-Mile Coulee road.

Three more meetings were held in 1889. At one of them Elliott T. Galt was made a member without the formality of a vote or payment of fee, causing one observer to comment, *"To him that hath more shall be given."* (Members were elected by secret ballot and, if a person failed to be elected on the first try, he had to wait six months before being allowed again to apply.) The Board had \$100 in the Union Bank of Canada and continued to do business there for many years. Wm. Henderson, proprietor of the Lethbridge House offered to provide a meeting place and his offer was accepted. J. D. Higinbotham and C. F. P. Conybeare were elected members. G. W. Lafferty resigned as treasurer and T. D. Kevin took his place.

Superintendent R. Burton Deane, in charge of "K" Detachment, NWMP, in Lethbridge, said in his 1889 annual report, *"A Board of Trade and Civic Committee has been recently formed, and this, with less expense, will answer all the practical purposes of a corporation. This board means business, and has already set its mark upon the town."*

Charles A. Magrath, in 1935, recorded his impressions of the founding of the Lethbridge Board of Trade. He said, *"Lethbridge was struggling along without any local organization to co-ordinate the efforts of those interested in its growth and control*



until September 1889 when a few, principally merchants, called a meeting to discuss the formation of a Board of Trade and Civic Committee. The plan was presented and approved at the next meeting. We were all sitting on benches against the wall in the small sample room of the Henderson (Lethbridge) Hotel when, to my amazement, especially as I had taken little or no part in the discussion, I was unanimously elected president. The obvious reason

was to avoid any local jealousy that might have resulted from selecting one of the businessmen. Looking back now, I can say it turned out an excellent move, as it brought about a contact that grew into a harmonious and active co-operation between the citizens of Lethbridge and the Company for the development of the district, which was of great moment to both."



Hotel names:

- Top left: Hotel Coaldale - southeast corner of 5th Street and 3rd Avenue South. (Club Cigar Store bldg.)  
(From early poster P19640156000)
- Centre: Hotel Lethbridge - 202 5th Street South.
- Lower right: Hotel Balmoral - between 3rd and 4th Avenues on 5th Street South. (Now the Saan Store)



*WE TRY TO GROW WITH THE CITY*



## Chapter 2

# INCORPORATION OF THE NEW TOWN

The Lethbridge Board of Trade and Civic Committee was organized in late September 1889. Its purposes were to act as a lobbying group to secure such things as a Court House and Land Titles Office, to provide an organized body to accomplish the many improvements that were necessary in the community and region, and, in particular, to work " . . . for the purpose of incorporating the town and setting its original boundaries."

The reader should remember that Lethbridge, the first industrial town in western Canada, was a company town, owned lock-stock-and-barrel by the North Western Coal and Navigation Company, Limited, and its successor, the Alberta Railway and Coal Company. From the time of the original survey of the modern townsite in May 1885, all development was controlled in some way by the coal and railway companies. It was a fairly benevolent dictatorship to be sure, because commercial operations other than the railway and coal companies were permitted to be privately owned. Nevertheless, major decisions were made by, or with the approval of, Elliott Torrance Galt, the General Manager of the coal and railway companies, and by no one else.

We might digress here to mention the first important function to be sponsored by the Lethbridge Board of Trade and Civic Committee. It involved the visit to Lethbridge on 10 October 1889 of Frederick Arthur, Lord Stanley of Preston (of Stanley Cup fame), Governor General of Canada. It was a wild, windy day even by Lethbridge standards and the bunting citizens tried to use in decoration was blown away as soon as it was attached. No one could hear the speech of welcome given by C. A. Magrath on the station platform, nor the reply by Lord Stanley. After the welcoming ceremonies at the station, the party was taken under North-West Mounted Police escort on a dusty drive in the howling wind to Elliott Galt's house in the river bottom. Here lunch was served. In the afternoon, Lord Stanley and his party were taken on a tour of the mines and, according to the Lethbridge News, *"expressed admiration at the extent and completeness of the Company's arrangements for carrying on the business of digging dusky diamonds."* There was a banquet in the Company Boarding House in the evening, to which all the prominent citizens of the town were invited. The Toast list has survived. There were ten toasts in all so the function must have ended on a very convivial note.

At a meeting on 7 April 1890, H. Martin and J.D. Higinbotham moved that the Executive get busy and draft a scheme for incorporation, which was to be approved by the Board and then submitted to a meeting of ratepayers. On 31 May, Harry Bentley and Thomas Curry moved that the boundaries of the proposed town should be: Belly River on the west, road allowance west of Scott's place on the east, south line of Section 31 on the south, and north boundary of south half of Section 6 on the north. On 20 June, it was moved that the north half of Section 5 be included in the proposed limits. Also at this meeting Elliott Galt, General Manager of the coal company, asked that coal shafts, workshops, engine house, rolling stock, and tracks be exempt from municipal taxation but not from taxation for school purposes. This request, which was really an order, was approved and an exemption was granted for 20 years. Charles A. Magrath had drawn the first plan showing boundaries of the proposed Town of Lethbridge, and presented it at the meeting. Two resolutions were moved and carried: the first, by H. Bentley and Thomas Curry, that the maximum tax to be levied be 1 1/2 cents on the dollar; and the second, by H. Bentley and J. H. Cavanah, that the new municipality have no power to grant bonuses.



T. Botterill Hardware Store on 5th Street between second and third avenues, ca 1886. P19770269(WWNGP)



All of these things came together on 16 July when a "Proclamation concerning the Incorporation of Lethbridge" was issued. Approved by the Board of Trade and Civic Committee and, more importantly, by Elliott Galt, the proclamation read:

*In pursuance of the resolution passed by the Board of Trade on the 20th day of June, empowering the President to appoint a committee of five to revise the clauses in the Act of Incorporation so far as passed at that date without change of meaning. The following committee was appointed and met on the 26th June 1890, and now beg to submit the following report:*

*The Lethbridge Board of Trade propose to apply at the next session of the northwest Assembly for a special Ordinance incorporating the Town of Lethbridge as a Town Municipality, under the general powers of the Municipal Ordinance, Chapter 8, of the Revised Ordinances:*

*1. The territory to be included within the proposed incorporation shall be as follows:*

*That portion east of Belly River of Section 36, in Township 8, and that portion east of Belly River of the south half of Section 2, in Township 9, both in Range 22; Section 31 and 32, in Township 8, Range 21; the south half of Section 6, and the whole of Section 5, in Township 9, Range 21. All west of the 4th Initial Meridian.*

*2. That the municipality shall not have the power to grant bonuses.*

*3. That limit of the rate of assessment shall not exceed 1-1/4 cents on the dollar over and above school taxes.*

*4. That for a term of 20 years, the North Western Coal & Navigation Company and the Alberta Railway and Coal Company, their successors and assigns, shall be exempt from municipal taxes but not from school taxes in respect to the following property, viz., Coal shafts, shaft buildings, machinery, bankheads, railway, roadbeds and rails, rolling stock, round houses and machine shops, coal lands and surface rights to such coal lands on the NE 1/2 of Section 36, Township 8, Range 22, and the SE 1/4 of Section 1, Township 9, Range 21-- provided, however, that if the said Company, their successors or assigns, improve the surface rights on the same coal lands by the erection of dwellings or rentable buildings, or in any way other than by the erection of shafts, shaft houses, machinery, engine houses, machine shops, roadbeds, rails, trestles, shutes and coal bins to be used in connection with the mining, working, and shipping of the coal*

*under the said lands, then such portion of the said surface rights so improved shall be liable to taxation.*

*All the resident taxpayers within the prescribed limits are requested to attend at the school room, Lethbridge, on the 19th July 1890 between the hours of 10 o'clock in the forenoon and 5 o'clock in the afternoon to express their approval or disapproval, by vote, of incorporation upon the above basis.*

*The committee beg to submit further that this report, if approved by the electors, is sufficient to hand to the electors, from which to prepare the Act of Incorporation.*

*All of which is respectfully submitted.*

*C. A. Magrath*

*H. Bentley*

*Thomas Curry*

*J. H. Cavanah*

*W. Colpman*

*(Committee)*

*Dated Lethbridge, 3rd July 1890*

The 19 July vote was not essential to incorporation, as any number of citizens could submit such a petition. But it was considered to be a good idea, nevertheless. The Lethbridge News, long an advocate of incorporation stressed this in an editorial of 9 July and went on to say: "The time has now arrived when any further delays in incorporating Lethbridge would be dangerous to its welfare. We have now a population of fifteen hundred souls in a place that is rapidly growing and increasing in importance. Fresh vigor has this year been infused into our town by the construction of the road into Montana and an impetus has been given to our growth that seems liable to double our present population in a very short period. The time has passed when the town could prosper without organized government, and those who are interested in its welfare should now assist in procuring its speedy incorporation."

The results of the vote on 19 July were favourable but there was some concern about voter apathy. Only 53 voted on the issuing of school debentures for \$10,000, held the same day, and the vote on incorporation was only one-third as large as it should have been. Both passed, however, and the \$10,000 was used later to build the first Central School. The Board of Trade submitted a petition and the draft constitution to the third session of the first Legislative Assembly of the Northwest Territories at Regina. On 29 November, the Assembly passed Ordinance Number 24 of 1890, entitled "An Ordinance to incorporate the town of Lethbridge." It received royal assent from Lieutenant Governor Joseph Royal on the same day.



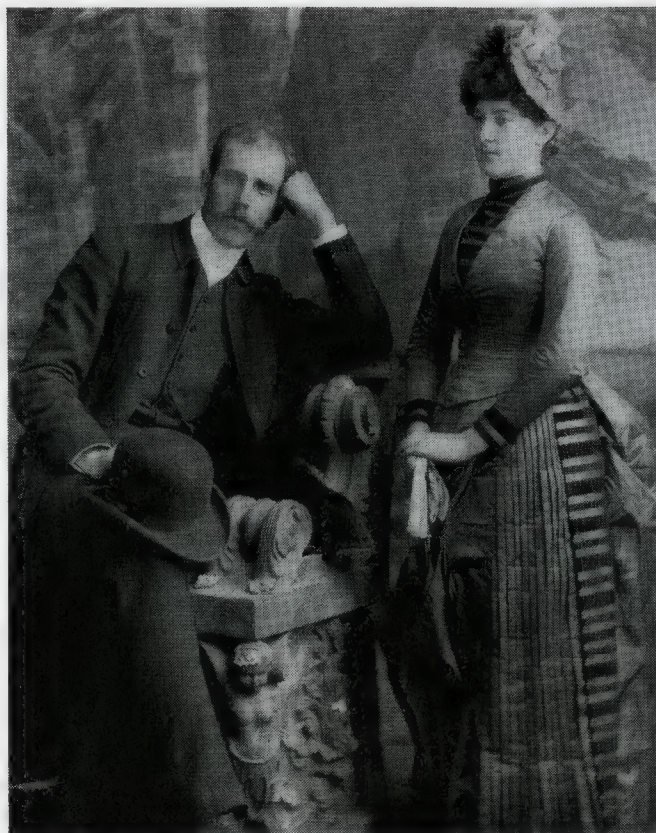
On 3 December, Lieutenant Governor Royal issued a proclamation appointing Stephen Alexander, a young law clerk with the Lethbridge firm of Conybeare and Galliher, to the position of Returning Officer and fixed Monday, 29 December, as the day for holding a poll as required by the Ordinance.

The poll of duly qualified residents of Lethbridge was held in the schoolroom on 29 December. According to the Returning Officer, 142 votes were in favour of the Ordinance and only 4 were opposed. The Lethbridge News stated, *"The smallness of the vote is accounted for by the fact that many of the working men, feeling sure there would be no opposition, did not take the trouble to leave their work to go to the poll."* The News went on to say that elections would probably be held early in February and that prospective candidates should announce their policies and get in shape for the contest. On 15 January 1891, a telegram was received by Stephen Alexander. It read, *"Mailing you today His Honor's proclamation, putting into force ordinance incorporating town of Lethbridge, and appointing you Returning Officer, to hold election of Mayor and Councillors on Monday, February second. -- R. B. Gordon, Sec., Lieut. Governor."*

On 20 January, Mr. Alexander posted notices at eight locations in the town. These read as follows:

*"Public notice is hereby given to the Electors of the Municipality aforesaid, that having been appointed by Proclamation of His Honour the Lieutenant Governor, dated the 15th day of January, 1891, Returning Officer to hold the first election of Councillors of the said Municipality I thereby require the presence of the said Electors at the new School House on Monday the 29th day of January instant, from ten until noon of the clock on the said day for the purpose of nominating seven persons as Mayor and Councillors for the said Municipality, and that in case a poll becomes necessary, such poll will be opened on Monday the 2nd day of February 1891 from the hour of nine in the forenoon until five of the clock in the afternoon at the said new School House. . . And that at the Post Office on Tuesday the 3rd day of February 1891 at twelve o'clock noon, I shall sum up the votes and declare the results of the election. . . And further notice is given that the first meeting of the Council for the said Municipality is by these presents called to be held at the Lethbridge House on Tuesday the 3rd day of February 1891 at two o'clock in the afternoon."*

On nomination day, Mr. C. A. Magrath was the unanimous choice for mayor, the petition asking him to stand being signed by 200 persons, including the leading citizens of the community. Thirteen candidates were nominated for the six seats on Council.



Charles Alexander Magrath, Land commissioner of the Galt companies, shown here with his wife, was the first president of the Board of Trade and Civic Committee (1889) and first mayor of the town of Lethbridge (1891) P19831023000GP

In the various acceptance speeches, these remarks were made: Harry Bentley said, *"In the past, the Board of Trade has been the only means of pressing on the government the needs of the town. The mayor-elect, as president of the Board of Trade, has always worked hard to secure justice for the town and I believe that Mr. Magrath has more influence with the government than any other single individual in town."* Thomas McNabb, master mechanic with the coal company, said, *"The Board of Trade has done good work in the past and it is a fitting tribute to Mr. Magrath that the citizens have elected him mayor of the first Council Board of the town of Lethbridge."*

As required, the vote was held in the new School House on 2 February. Considerable interest was taken in the contest, owing to the large number of nominees, and as a result, nearly every available vote was polled. The candidates and their friends worked hard, and teams and sleighs, placarded with "Vote for So-and-so," were kept constantly running to the polling booth with loads of voters. The Returning Officer Stephen Alexander, and his Deputy Alexander Moffat, were busy throughout the day and carried out the requirements of the law to the satisfaction of all. There was no official voters' list to be used as a guide by the scrutineers, so a sharp lookout was kept for illegal voters but very little challenging was done. Exactly 400 votes were cast. The official number of votes cast for each



candidate was: Bentley, H. - 207; Bruce, J. - 116; Cavanah, J. H. - 223; Colpman, W. - 169; Curry, T. - 142; Henderson, W. - 140; Martin, H. - 77; McNabb, T. - 131; McKenzie, M. - 116; Niven, R. - 123; Reed, J. - 20; Turner, C. M. - 152; and Wallwork, N. - 99.

Stephen Alexander announced the results at noon on 3 February in Higinbotham's combination drug store and post office. Magrath was declared mayor by acclamation, and Cavanah, Bentley, Colpman, Turner, Curry, and Henderson were declared elected Councillors. Those elected immediately took their oaths of office, the notaries public being C. C. McCaul and Alex Moffat.

The new mayor gave a long inaugural address. In it, he congratulated the newly-elected Councillors and went on to note some of the advantages of Lethbridge. These included the presence of easily-worked, high-quality seams of coal, the cordial relations between the Galt companies and the citizens, the extension of the railway from Lethbridge to Great Falls, Montana, and the ample supply of clean water in the Belly River. He pointed out that the Alberta Railway & Coal Company intended to extend its line through the Crowsnest Pass and explained that the combination of coal, water, and ore from the Pass might result in smelting and reduction works in Lethbridge. He went on to say, "I cannot allow this opportunity to pass without paying a tribute to our Board of Trade. During the past year, they, although severely handicapped owing to the lack of local laws, resolved themselves into a civic committee and did much good in looking after the welfare of the town. . . . There are several important matters now before the Board, which it will be necessary for the Town Council to take up in conjunction with them. I refer to their efforts to impress upon the Dominion Government the absolute necessity there exists for certain public buildings being erected at an early date, notably Court and Customs Houses." In conclusion, he turned to local affairs, listing the committees he intended to appoint, viz., Finance and Assessment, Board of Works, Public Health, and Fire, Water and Light, and the civic employees he intended to hire: clerk, treasurer, collector of taxes, assessor, solicitor, inspector, and a constable to enforce the bylaws.

At the time of incorporation, the town's population was 1,478; of these, 789 were men, 281 were women, and 408 were children. There were 255 dwelling houses, with seven under construction; 48 offices, stores, hotels, and other business places; 46 warehouses; 67 stables; four churches; two schools; and two hospitals. (The census was taken on 26 June 1890.) During the first year after incorporation, the town spent \$19,963.78; the tax levy was three mills.

During 1890, the Board had concerned itself with local affairs as well as with incorporation. According to the minutes of the period, considerable attention was paid to the Six-Mile Coulee road;

eventually it was graded and a bridge was built. (The Six-Mile Coulee road was an extension of the present 28th Street South and the main road southward from Lethbridge in the early days. J.D. Higinbotham was concerned about fire and fire protection. He worried about the location of fire ladders and pointed out that the stove pipes in H. Hutchinson's Harness Shop, the Nickle Plate Saloon, Hayes' and McNaughton's shacks, and McDougall's Shoe Shop were a source of danger. Resolutions were forwarded to Ottawa, an interesting one by Bentley and Cavanah calling for the establishment of a Forestry Station at Lethbridge. Still others called for a Court House and a Land Titles Office, and asked that the Macleod Electoral District be split so that Lethbridge would have representation in the North-West Assembly.

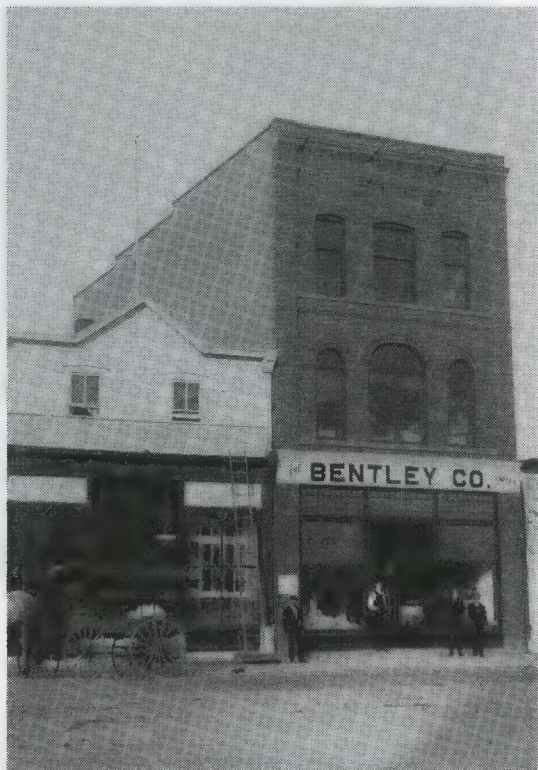
On 25 July, Conybeare and Watkins moved that funds of the Board of Trade be used to procure incorporation and that the president and secretary be appointed to a committee to "dun" (charge) the town. However, an amendment by Colpman and Kirkham, suggesting that the Board of Trade assume the expenses of incorporating the town, was carried. On 30 December, since the Board of Trade was without funds, the Executive gave their joint note to Messrs. Conybeare and Galliher for \$179.42. As far as we know, this amount covered all costs associated with incorporation of the Town of Lethbridge.

The incorporation of the town seemed to take the steam out of the Board of Trade. There was a meeting on 7 April 1891, at which reports were received, then nothing until 13 November. The date of the Annual Meeting had been allowed to pass without election of officers. At the 13 November meeting, the Board of Trade and Civic Committee was considered to be defunct and a decision was reached to reorganize as the Lethbridge Board of Trade. Officers were to be president, vice-president, secretary, treasurer, and committee of six. The mayor and member of the North-West Assembly were to be ex officio members of the executive. The following officers were then elected to the new Board: President, R. E. Sherlock; Vice-president, J. D. Higinbotham; Secretary, W. A. Galliher; Treasurer, T. D. Kevin; committee, H. Bentley, J. H. Cavanah, C. Williamson, T. McNabb, T. Curry, and Wm. Henderson. A new constitution was drawn up and 100 copies were printed. The annual membership fee was set at \$5. according to the minutes, and the press was to be admitted to all meetings. They decided to fence the cemetery (the Pioneer Cemetery in north Lethbridge). Earlier, they had painted the fence posts around The Square (the place we know as Galt Gardens).

It was obvious that interest in the Board of Trade had fallen off badly. There were 29 members in mid-1890 but, on 27 November 1891, only 12 had paid their dues. No meetings were held from 27 November 1891 to 25 July 1892.



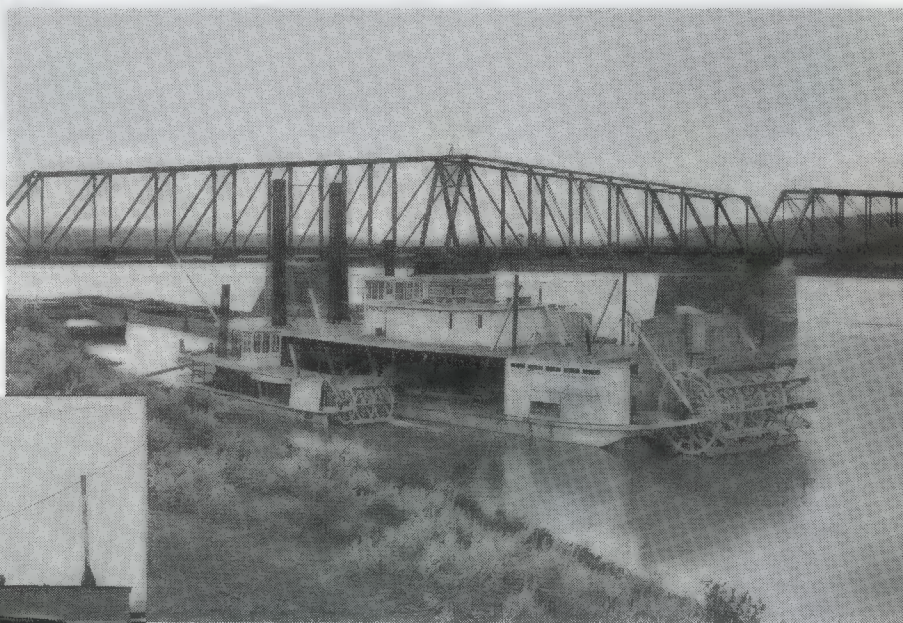
Nevertheless, one observer sized up the Board of Trade in this way: *"Its one purpose was the welding of the efforts of the individual citizens into an organized force, whose actions would bear weight and bring results that would be for the best interests of the town and community, and as a mere detail the betterment of the condition of each and every one of us."*



Above: Blood Indians at Fort Whoop-Up in 1881. The Whoop-Up flag is now the official flag of the City of Lethbridge. From a trading post dealing largely with natives, Lethbridge grew dramatically in its early years. P19640710X00GP

Below: The river steamers, Baroness (right) and Minnow (left) at dock on the South Saskatchewan River at Medicine Hat in 1884, were used to transport coal to Medicine Hat. P19770217000GP

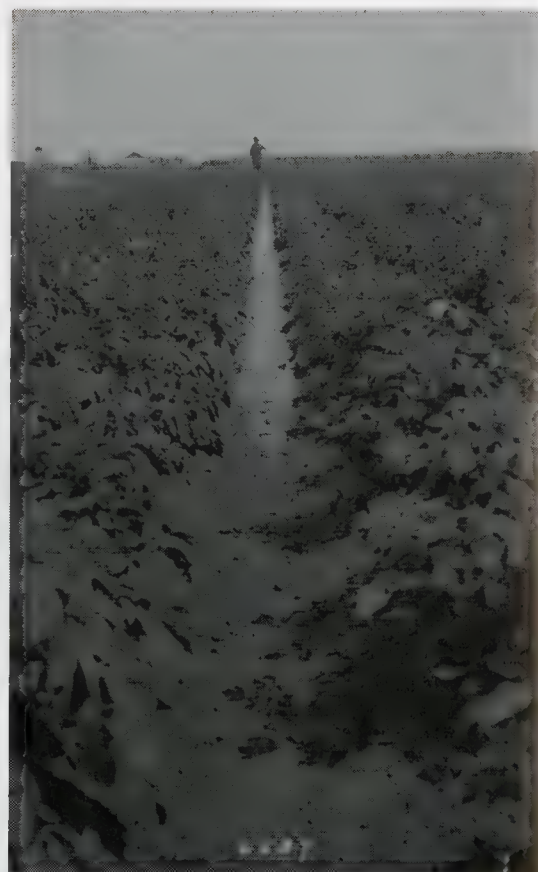
Left: Businesses were established in the river valley, and up on the headlands. These two views of Bentley's store, show it as having three storeys in the front, but only two in the rear. Harry Bentley opened a store in a tent in 1885 and was the first merchant on the townsite. P19760208061GP & P19754374016GP







Construction of an irrigation canal. P19640353021GP



Flood irrigating before sprinklers. P19800207098GP



Application of irrigation on the farm, showing field dam. P19800207081GP



Application of irrigation to beautify the city. P19800123004GP



Specialty crop (alfalfa) made possible by irrigation. P19800207109GP



## Chapter 3

# PROMOTION OF IRRIGATION

An Act of Incorporation and municipal elections in early 1891 gave Lethbridge town status after nine years as an unincorporated community. The Board of Trade and Civic Committee was primarily responsible for incorporation and its president C. A. Magrath, was elected the first mayor by acclamation. Then, with incorporation out of the way, the words "*Civic Committee*" were dropped from the title and the group reorganized as the Lethbridge Board of Trade. Its major concern became irrigation.

The Lethbridge region is part of the semi-arid Northern Great Plains of North America. In the 1880's, dryland farming techniques were unknown and it was felt that the region was suited only to ranching, but ranching attracted only a sparse population and the few who were in the country began to agitate for a more active colonization policy. One way this could be accomplished was to irrigate the drylands of the region. Also, as a result of their railway-building activities, the Galt companies acquired over one million acres of land in the Lethbridge regions. This had to be sold to settlers in order to return a profit and, again, irrigation seemed to be the key.

Irrigation began in southern Alberta in 1877 when John Glenn diverted water from Fish Creek to irrigate a vegetable garden now within Calgary's city limits. By 1882, settlers along the belly River were irrigating small acreages. Irrigation received a big boost in 1887 when Mormon settlers from Utah, with two or three generations of irrigation experience behind them, settled along Lee's Creek near modern Cardston.

Sir Alexander Galt, through the Alberta Railway and Coal Company, applied for an irrigation charter and received it in 1893. The Alberta Irrigation Company was organized to carry on the work. But there was little interest in irrigation on the part of the Dominion Government and Galt's irrigation charter expired in 1896 with little having been accomplished. Elliott Galt renewed the charter for another ten years.

The Dominion Government's attitude was changing, however, due in part to lobbying by Sir Alexander and Elliott Galt, C. A. Magrath, Wm. Pearce, J. S. Dennis and others, but mainly because of the drought that affected the region during the late 1880's and early 1890's. The North-West Irrigation Act, passed in July 1894, reserved all water rights in the name of the Crown and provided for topographic and irrigation feasibility surveys.

Surveys by J. S. Dennis in 1895 established the feasibility of diverting water from the St. Mary River to irrigate the Lethbridge plain. (The Board of Trade had hired an engineer in 1894 and had obtained much the same information but in less detail.)

Also in 1894, an irrigation conference was held in Calgary where various papers were presented, (one by C. A. Magrath), with the purpose of awakening a real interest in the development of southern Alberta. A result of the convention was the organization of the South Western Irrigation League to promote irrigation in Alberta and the adjoining provisional district of Assiniboia. Branch leagues were established and a delegation met with the Prime Minister, Sir John Thompson. This meeting resulted in the surveys by J. S. Dennis, already referred to, and a definite statement of policy, namely that the government would determine by survey what irrigation projects were feasible then leave it to private enterprise to construct them.

The real impetus to irrigation in southern Alberta came from Clifford Sifton, Minister of the Interior, the man who wanted the Canadian prairie to be settled by "*sturdy peasants in sheepskin coats*." Magrath met with him 1897 and found him to be cooperative and helpful, and, unlike many government officers, willing to make immediate decisions. His first step was to refund to the Galt Company \$50,000 in survey fees on their railway grant lands. It was this concrete evidence of government endorsement that convinced Elliott Galt to go ahead with the irrigation project.

Major events quickly followed. An agreement was drawn up between the Galt Company and the Mormon Church, whereby church members were to be paid partly in land script, and partly in cash, for constructing the irrigation project. George C. Anderson, a leading irrigation engineer from Denver, was hired to survey the project and submitted an encouraging report. Elliott Galt went to London to secure financial backing for the reorganized Alberta Irrigation Company. British irrigation engineers A. P. Head and his son, both with experience in India, were brought out to put the final stamp of approval on the project and to report back to investors. In 1898, the Canadian Pacific Railway, which had leased the Alberta Railway and Coal Company lines in 1893 and bought into the company in 1897, began paying the Alberta Irrigation Company a subsidy of \$5,000 every six months to a total of \$100,000. (The CPR was vitally interested in settlement and, hence, in increased business.) Finally, on 26 August 1898,



the Mormon leader Charles Ora Card, plowed the first furrow of the new ditch.

The plans of the irrigation company called for a canal to be dug northeasterly past the present towns of Magrath and Stirling from Kimball near the international boundary. The scheme did not extend to Lethbridge and the citizens led by the Board of Trade, launched a campaign to include the town in the irrigation project. The town council promised to pay \$30,000 to extend the irrigation canal to guarantee the delivery of water to 20,000 acres in and around the town. The necessary by-laws were approved during the summer of 1899 and the branch canal was dug to Lethbridge in 1900.

On 17 April 1899, Board of Trade member Reverend Charles McKillop was sent to Ontario by the irrigation company to attract settlers to the soon-to-be-irrigated lands of the Lethbridge region. He opened up an office in Renfrew when he arrived in Ontario, put ads in 16 newspapers, contacted many friends, spoke frequently at meetings, and visited 27 localities, including Ottawa. Eventually, Mr. McKillop brought 27 families from Ontario back with him to Southern Alberta and had an assurance from about 30 other families that they would follow when necessary arrangements had been made. McKillop's promotional literature stressed the certainty of good crops with irrigation, saying, "*The farmer is his own rainmaker.*"

In mid-1899, the name of the Alberta Irrigation Company was changed to the Canadian North West Irrigation Company. About this time, and for a year or two after completion of the project in 1900, the scheme was plagued by floods as the region enjoyed one of its periodic wet spells. Nevertheless, on 4 July 1900, G. C. Anderson was able to telephone Magrath, "*Main canal is completed. I will turn water on in an hour and will report day by day.*" On 9 July, he telephoned

*"Water passed Spring Coulee Drop at 3 o'clock this afternoon. Everything in good shape from Stirling Division past Middle Coulee flume.*

The water did not reach Lethbridge until 4 September 1900 because of construction delays on the Stirling-Lethbridge canal. On that day, a party consisting of Mayor F. H. Mewburn, Councillor Hyssop, Secretary-Treasurer C. B. Bowman, Wm. Pearce, Superintendent of Mines, G. C. Anderson, chief engineer of the irrigation company, Fred W. Downer of the Lethbridge board of Trade, and several other Board members congregated at the point where the irrigation ditch struck the eastern boundary of the municipality. There they awaited the arrival of the water. On the stroke of three o'clock the water crossed the town line. The event was celebrated by the opening of several bottles of champagne and handshaking and congratulations were the order of the day. The weather was far from agreeable and the party soon broke up, the participants heading for home in their buggies. By 5 September, the water had made its way into town and was flowing along the streets, all newly-graded for the occasion.

The irrigation company was now ready to sell land to settlers and embarked on an extensive advertising campaign in eastern Canada, the United States, and Europe. The company published a brochure which labelled southern Alberta the "Colorado of Canada" and had prominent settlers prepare testimonials as to their success. The Department of Public Works helped by preparing a special pamphlet, and the Winnipeg Free Press and the Montreal Herald published long descriptive articles. The company advertised at the Stockman's Center in Salt Lake City and sent photographs for exhibition in Europe. The Canadian government handed out pamphlets at the Pan-American Exhibition.

C. A. MAGRATH,  
PRESIDENT.

THOS. CURRY,  
VICE-PRESIDENT.

W. A. GALLIHER,  
SECRETARY.

THE LETHBRIDGE

BOARD OF TRADE AND CIVIC COMMITTEE.

Lethbridge, N. W. T., 16<sup>th</sup> Nov, 1889





1903 -- Delivering the first load of sugar beets to the new Raymond factory. P19871034036GP

Rains continued unabated with 1902 one of the wettest years in the history of southern Alberta. Much of the irrigation scheme was washed out and had to be rebuilt. Prospective buyers suggested the need was for drainage ditches, rather than for irrigation ditches. Sales were extremely slow and the economy of the region was sluggish. About 3,600 acres were irrigated in 1901, none in 1902, and possibly as much as 10,000 acres in 1903 when the first sugar beets were grown at Raymond. Final land sales were not made until about 1916.

Nevertheless, in 1901, Magrath set up a Model Farm southeast of Lethbridge and hired William H. Fairfield to run it. The purpose of the Farm was to demonstrate up-to-date irrigation techniques. Also, in 1901, the company assisted Jesse Knight to finance a sugar factory at Raymond. Knight received an interest in 60,000 acres in and around Raymond at only \$2 per acre. In 1901-02, Knight plowed 3,000 acres of virgin sod near Raymond and grew beets for the new sugar factory in 1903. Elliott Galt organized the St. Mary River Railway Company, which constructed a narrow gauge line southwest from Stirling to Cardston to provide easy access to the newly irrigated lands.

Then, in 1905, Elliott Galt donated 400 acres of land to the Dominion Government in which to locate a Dominion Experimental Station. Opened in 1906, the institution is now the Lethbridge Research Station. William H. Fairfield became Superintendent. The decision to locate an experimental station here was a political one and the Board of Trade, which had pressed for the station, was kept fully abreast of developments by Senator L. G. DeVeber.

What was the role of the Board of Trade in the development of irrigation in the Lethbridge region?

As early as 28 October 1892, it was moved by C. A. Magrath, seconded by W. A. Galliher *'that the promotion of irrigation in this portion of southern Alberta was absolutely necessary for the development of the district and it was deemed advisable to place the matter properly before the government'*. A joint commission of men from Lethbridge, Macleod, and Calgary collected evidence and statistics relating to the benefits of irrigation and \$200 was set aside to cover the Board's share of the necessary expenses of the commission.

In January 1893 there was more irrigation talk and a long resolution about an irrigation policy for Southern Alberta was forwarded to Ottawa. By December, the Board of Trade had secured the name of an irrigation engineer and was looking into the cost of preliminary surveys re the feasibility of diverting St. Mary River water onto the Lethbridge plain. This survey was mentioned again in February 1894 and H. Bentley, T. D. Kevin, and C. A. Magrath were appointed to look into it and report back. Irrigation was again discussed at a meeting on 11 April 1894 and an observer reported that, *"At this and subsequent meetings the irrigation question was dealt with exhaustively and real money was expended to obtain information from all sources. During the mid-1890's, irrigation was constantly before the Board of Trade and their minutes became monotonous with the frequency and length of the motions made in regard to this matter."* And later, *"The Board of Trade dealt energetically with all problems that faced the town and surrounding country, especially the question of irrigation. They*



*hammered away at this problem meeting after meeting."*

An event of international importance took place in the region in 1894. The St. Mary River had been recognized from the beginning as the key to the successful irrigation of the country south and east of Lethbridge, but in 1894 it was learned that United States engineers planned to divert the St. Mary River into the Milk River, then to use the waters of the combined streams to irrigate lands around Havre, Montana. In 1896, representations were made through diplomatic channels proposing the setting up of an international commission to regulate streams in southern Alberta. It was all to no avail. In 1901, surveyors found the water could be intercepted and taken out of the Milk River for use in Canada. In 1903, the United States announced that construction of a canal to divert St. Mary River water into the headwaters of the Milk River would begin at once. The Canadian response was decisive and direct -- an immediate start was made by the Canadian North West Irrigation Company on a canal to divert Milk River water northward across the Ridge, then east into Verdigris Lake. Water was turned into the 14 1/2 mile-long canal on 17 November 1904. It demonstrated beyond dispute that, failing an agreement with the United States on the matter, Canada could divert any amount of the water and carry it northward to irrigate the region east of Raymond. Discussions were initiated between the United States and Canada and resulted, on 11 July 1909, in an agreement to divide the waters of the St. Mary and Milk Rivers. More important, the treaty provided for an International Joint Commission of three members from each country to have jurisdiction over the division of all such waters along the boundary. The Milk River "Spite Ditch" had succeeded far beyond the expectations of its builders.

An event of national importance took place in the region in 1897-98 when the Crowsnest Pass railway was built to link Lethbridge with Nelson, B.C. The rich lead/zinc deposits of the Kimberley area were discovered in 1892 as were other important mineral finds elsewhere in the region. In 1893, the Canadian Pacific Railway began to worm its way into the Galt companies, first leasing the narrow gauge Dunmore-Lethbridge line. It seems that a primary purpose of the CPR's involvement in the Lethbridge enterprises was to get its hands on Sir Alexander Galt's charter to build a railway from Lethbridge through the Crowsnest Pass into the rich mining region of southeastern British Columbia. The CPR got the charter and, in 1897-98 built the railway. Concessions given to the CPR to build the railway included an outright grant of \$3.63 million plus 50,000 acres of coal-bearing lands. The people of Manitoba, by this time thoroughly fed up with the unending demands of the CPR, insisted that the Government of Canada get something in return. Thus, in 1897, the Crow's Nest Pass Agreement was

born whereby the CPR agreed to carry Western Canada's grain to market in perpetuity at about 14 cents per bushel, or one-half cents per ton-mile. In 1882, the Crow rate, which paid only about 18 percent of the cost of transporting grain to Thunder Bay or Vancouver, had become a major political and economic problem; grain producers, the railways, and the federal government were trying to resolve it.

Other problems of the town and region were not neglected. In December 1891, the Board of Trade dickered with J. A. Grant to bore a well on the townsite and, later in the month, organized a well company. The Alberta Railway & Coal Company put up five casings and fuel for the work; the new company expected to put up \$3,000 and drill to 1,200 feet, if necessary. Shares were sold at \$10 per share.

In October 1892, the Board succumbed to the hysteria of the times and asked that sheep grazing permits be cancelled in Southern Alberta. Southwestern Alberta's cattlemen had brought with them from the United States an unreasoning prejudice against sheep and ranchers had prevailed upon the federal government to declare a large area from the International Boundary to Sheep Creek, from Lethbridge to the mountains, out of bounds to sheep. There were also complaints about the mail service and the Board telegraphed Sir John Thompson, Prime Minister, about it. The fourth slate of officers was elected in January 1893 and was: President, C. F. P. Conybeare; Vice-president, M. Freeman; Secretary, T. C. West; Treasurer, T. D. Kevin; executive, N. T. Macleod, T. Curry, J. D. Higinbotham, L. N. McEwan, W. A. Galliher, and J. H. Cavanah; ex officio, H. Bentley, Mayor, and C. A. Magrath, M.L.A. Magrath was a member of the Territorial Assembly from 1891-98 and said; *"During this period, the Board was exceedingly useful to me. I freely discussed the improvements in my constituency with the Board. In fact, I used it in an advisory capacity. While I was the representative of the district, all the members of the Board of Trade had the fullest opportunity to express their views as to the improvements that should be carried out by the Territorial government."*

In April, 1893, the government voted \$7,000 for a court house but the Board wanted at least \$20,000 expended for the purpose. The court house was apparently built in the next few months, because by early 1894, the Board was fighting the removal of the post office from Higinbotham's drug store to the new court house building which was half a mile from downtown.

Also in April, the government put up \$2,100 for a telephone line to Cardston, extending on to the St. Mary River NWMP detachment near the International Boundary. According to C. A. Magrath, in March he had taken up with Col. Fred White, Comptroller of the NWMP at Ottawa, the erection of about 60 miles of telephone line and



White had secured enough money to buy poles and wire. Mormon settlers cut the poles in the foothills and delivered them along the line, which was completed early in 1894. The Board of Trade offered to put up \$500 if the Bell Telephone Company would accept the government's offer to build the line. If not, the Board threatened to buy the local telephone service or organize another local company -- pure bluff, according to an observer, but it worked! Bell did build the line and the Board paid the final \$150 on the account in December.

Other items of concern during the mid-1890's were duties on farm implements, binder twine, and barbed wire. The Board thought they should be removed. Mail service between Lethbridge and Great Falls was rotten. Letters went by St. Paul, Minnesota, and something had to be done. Much roadwork was being done and being paid for by the Board. In 1893, the CPR took over the local railway and the Board expected Lethbridge to enjoy as good freight, express, and telegraph rates as those enjoyed by Calgary merchants. Competitive freight rates over the Great Northern Railway were discussed as was the need for an Orphan's Home in Lethbridge. Sir Wilfred Laurier was asked to visit the town and address the citizens. The bridge over the St. Mary River near Cardston was unsafe and an endless source of trouble.

Seventeen members were present at the 3 January 1894 annual meeting of the Board of Trade. The fifth slate of officers was elected and consisted of: President, H. Bentley; Vice-president, M. Freeman; Treasurer, T. Cavanah, J. H. Morris, C. F. P. Conybeare, F. H. Mewburn, T. Curry, and W. Oliver. Meetings were now being held in the Fire Hall after being held in a sample room of the Lethbridge Hotel, then in a meeting room in the Lethbridge Building Company's hall. There was a charge of \$15 per meeting in the Building Company's hall and this had proved to be more than the Board could afford.

On 30 April 1894, it was moved by Turner and seconded by Conybeare that steps be taken to form an agricultural society. The committee appointed for this purpose was: T. Curry, George Cody, W. Henderson, L. H. McEwan, and C. M. Turner. They were to get subscriptions and then call an organizational meeting. Their efforts came to fruition on 5-6 October 1897 when the first agricultural exhibition took place in Lethbridge. Sponsored by the new Lethbridge and District Agricultural Society, it was held on their grounds south of town. This was Queen Victoria, now Gyro, Park at 10th Avenue A and 14th Street South.

Directors of the Agricultural Society were all active in the Board of Trade and consisted of: H. Bentley, President; T. Curry, Vice-president; L. G. DeVeber, Second Vice-president; C. B. Bowman, Secretary-Treasurer; and directors W. Oliver, E. T. Saunders, T. Farrar, M. Freeman, F. H. Mewburn, N.

Wallwork, J. Ashcroft, J. T. Parker, T. F. Kirkham, and W. D. Whitney.

The sixth slate of officers was elected on 18 February 1895 and was: President, T. Curry; Vice-president, M. Freeman; Treasurer, T. D. Kevin; Secretary, C. B. Bowman, executive G. W. Robinson, C. M. Turner, M. E. Roy, E. N. Higinbotham, H. Bentley, and J. J. H. Morris. The membership fee was reduced from \$2 to \$1 per year. Once again, the Board of Trade seemed to fall on hard times. There were no meetings from 18 February 1895 until 23 Sept. 1896. There were only 15 paid-up members in 1895, but in 1896 a drive must have gotten underway because the membership jumped to 31.

Some time later, J. S. Kirkham, a local lawyer, assessed the activities of the Board during its formative years, and said, *"The Board of Trade, the town council, and the school board are our most important civic institutions and in the first seven years there was something that might be termed an interlocking directorship in the personnel of the men active in each sphere of activity . . . These young men, without practical training, established their own precedents, backed their own judgments, stabilized business, originated our institutions, and built for all of us . . . There was nothing haphazard about it. It was ingenuity, application, toil, sense of humour, cooperation, and dog-gone grit. We call it pioneering. They didn't think anything about it as unusual, but here is one who stands at the salute."*

The Town was in a state of depression from 1895-96 but business picked up after the building of the Crowsnest railway in 1898 and the completion of the irrigation system in 1900. Around 1902, the CPR attempted to move the railway station from Lethbridge to Montana Junction, about 1 1/2 miles east, where the railway branched off to Coutts. This was successfully resisted by the Board of Trade.

The first automobile (invariably called a "motor car" in the early days) was a White steamer, brought here from Montreal by Elliott T. Galt in July 1903. On an early trip down Round Street (now 5th Street South), the chug-chugging of the car frightened a horse that was hitched to George Houk's liquor delivery wagon. The ensuing run-away never stopped until it reached the stable on Houk's ranch on Six-Mile Coulee, bouncing bottles of liquor out all along the way. Lethbridge citizens, as they watched Houk curse motor cars and their drivers that summer day, little realized the revolution in transportation and in business that these ungainly, unreliable vehicles were to cause.

An editorial in the new weekly The Lethbridge Herald, summed up conditions to the end of 1905 as follows: *"Railway connections with the Great Northern and Canadian Pacific Railway main lines give Lethbridge a commanding position as regards location for either commerce or manufacturers. Lethbridge district was first in the field with fall and*



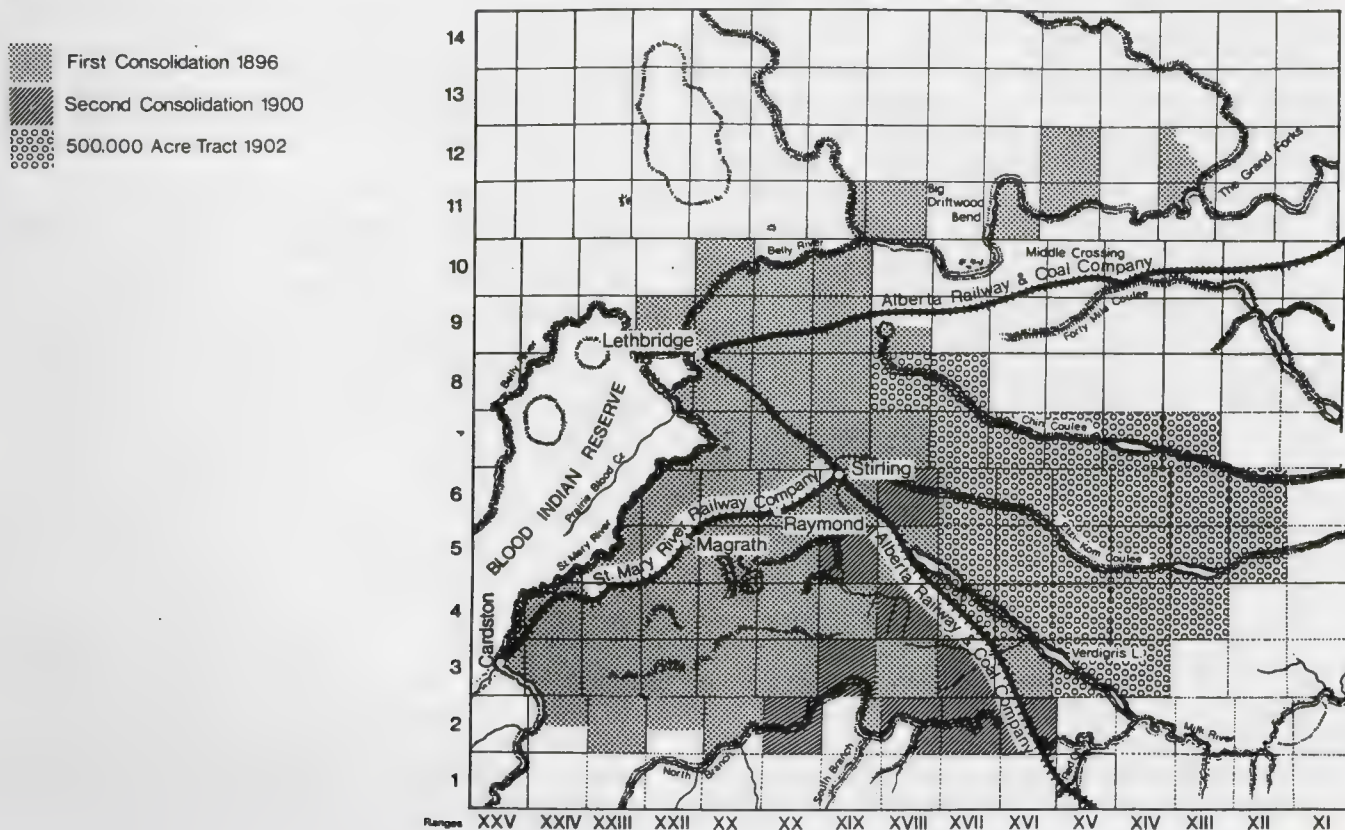
winter wheat, making Alberta prominent in the eyes of the continent. It was the first to develop and now has the only, successfully operated irrigation system in Canada. It has the only beet root sugar factory in the West, installed at a cost of \$500,000. The foundation of the town is due to Galt coal, which is in demand for domestic purposes over a vast area. It has thoroughly up-to-date municipal waterworks and sewage systems. The waterworks machinery is driven by electric power from one of the finest plants in the west. Banks are well represented by branches of the Montreal, Union, and Commerce. Splendid schools and churches exist, also thoroughly up-to-date stores. The Galt Hospital is a fine institution and has a medical staff unsurpassed by any in Canada. Its equipment is complete and includes an X-ray machine and an up-to-date rubber-tired ambulance, the first installed in the west. It is the headquarters for the Alberta Railway and Irrigation Company (successor to the Alberta Railway and Coal Company). Irrigation in the town has contributed toward the embellishment of homes by the planting of trees and lawns so that from the point of view of the manufacturer and resident, Lethbridge is indeed favoured. We have progressive iron works. Two brick plants, one steam, the other horse power, deliver brick at \$9.00 per thousand. A brewer uses

all the barley raised in the district and pays a good price for it. We have black-smith shops and sash and door mill, but we want more manufacturers to make use of our cheap fuel, water, and light. The Board of Trade, with the assistance of two live newspapers, is making a special effort in that direction. We want you with us in the development of our abundant natural resources. A letter to the Board of Trade of Lethbridge will receive prompt attention."

The Board of Trade had 70 members in 1905.

Lethbridge and the Board of Trade entered 1906 with high hopes. The region was prosperous and the development of the town had exceeded all expectations. On 3 January 1906, the town council decided that Lethbridge would seek incorporation as a city and instructed the solicitor to draw up a petition to be submitted to the Alberta Legislature for action. The Lethbridge Herald estimated the population of the town at 5,000 and felt that "We have outgrown town clothes and are sufficiently certain of future growth to don the garb of a city and strut about in the company of Calgary and Edmonton." On 9 May 1906, Lethbridge was incorporated as a city by act of the Legislature of Alberta.

## GALT LAND HOLDINGS





## Chapter 4

# THE COAL STRIKE OF 1906

On a Sunday in February of 1906, 363 miners met in Lethbridge to form a local of the United Mine Workers of America (UMWA). They represented most of the miners at the Galt and Ashcroft mines and decided that their fight for better wages and shorter hours could best be won through a union. On 2 March, they presented a list of demands to the company. These were: recognize the Union; set up a checkoff system to collect Union dues; fix workday at eight hours; allow a Pit Committee of the Union access to the mine at all times; establish a minimum wage of \$3 per shift; weigh mined coal before screening; allow miners to employ weight checkers to ensure accuracy and fairness in determining amount of coal mined; give laid-off men preference in rehiring; pay straight time from bank to bank; and, deliver coal cars and other materials to the cross-cut nearest the working face.

The company agreed to discuss the list of demands but stated publicly that it was unreasonable and they did not hold out any prospect of acceding to it. As expected, the company did reject the proposal and, on 9 March, the UMWA called its members out on strike. Some of the miners and other employees did not belong to the Union, and in all, there were about 500 men on strike and 100 men at work.

It might be mentioned in passing that Elliott Galt, first manager of the coal company, was forced by ill health to relinquish active management in 1905. He was replaced as Managing Director by A. M. Nanton, who had close connections with the Canadian Pacific Railway. Nanton had to deal with the 1906 strike, and as he made very clear in an interview, he positively and finally refused to recognize the Union or to negotiate with UMWA officials. He went on to say that the company was operating the mines in spite of the strike and, if it wanted to put on a full force, it knew where it could get the men. The company employed undercover detectives from the Theil Detective Agency, Chicago, to spy on the Union.

Initially, strikers picketed peacefully and staged a 500-man parade on The Square (now Galt Gardens), but violence broke out on 5 April when five Royal North-West Mounted Police (RNWMP) officers on guard at the mines were attacked by a mob. Two houses, one belonging to R. Nimmons and one to Galt mine mechanic, J. Scott, were dynamited; one had an end blown out and was later discovered soaked in coal oil and on fire. Earlier in the week, a working miner was beaten when he ventured outside the picket lines. Strikers were arrested for being drunk and disorderly and for

assaulting a policeman on duty. Predictably, the Lethbridge News commented, *"These outrages have evoked a strong feeling of condemnation, and there is a general expression of opinion to the effect that sufficient force should be placed on the ground to protect the persons and property of law abiding citizens."*

By May, the strike was beginning to hurt. The Lethbridge Herald commented, *"Several suggestions have been made to the Herald that the Board of Trade should make an effort to settle the miners' strike by either approaching the company and the men or drawing the matter to the attention of the Labor Department at Ottawa and asking them to use their powers to settle the trouble. The strike seems to be moving along without any advance being made one way or the other and, as the citizens are the greatest sufferers at the present moment, influence should be exerted to have the affair settled."*

Representatives of city council and the Board of Trade attempted to intercede periodically throughout the summer but the strike continued. By fall, the Saskatchewan government was seriously concerned at the prospects of a winter without coal; Saskatchewan and Moosomin reported selling their last pound and there was a coal famine throughout southeastern Alberta and southern Saskatchewan.

In November, both the Union and the company agreed to accept mediation by the federal Department of Labor and W. L. Mackenzie King, Deputy Minister, arrived in the city on the 22nd. Mr. A. M. Nanton, Managing Director, was in Montreal because of illness in his family and was represented in the talks with King by P. L. Naismith, General Manager of the coal company in Lethbridge. The Union was represented by a group including Peter Patterson and J. R. Gallivan. A modus vivendi was quickly hammered out and the strike was called off. Work resumed on 6 December and, in three weeks, the mines returned to full capacity.

The terms of the agreement called for a wage increase; the appointment of an Arbitration Board, consisting of one company and one Union representative and, if necessary, a judge from the Supreme Court of Alberta; the company to permit employees to belong to the Union although it refused a check-off of Union dues; the company to give preference in re-employment to strikers; and, the company to permit miners to employ weight checkers.

Mr. Naismith made some interesting observations in a letter to King. He pointed out that, *"The*



*Company believed and still believes that it was paying its men fair wages at the time of the strike, and no evidence has, as yet, been furnished to the contrary . . . We are the pioneers in the coal mining industry in this country, and operated our mines until a few years ago--covering a period of at least fifteen years--without one cent of profit to our proprietors, and it cannot be concluded that we ever tried to take advantage of the public."*

The 1906 strike was the first major strike to be faced by the new Alberta legislature. As a result, it had an effect on early labour laws. A Coal Commission was appointed. One of its recommendations was that a Workman's Compensation Act was required and such an act was passed by the Legislature in 1907. Also, the federal Industrial Disputes Investigation Act (the Lemieux Act) of 1907 was drafted by King on the basis of his experience with the 1906 Lethbridge coal strike. It was thought to be a model of conciliatory labour legislation.

But strike or no strike, the work of the Board of Trade continued along familiar pathways. Complaints about mail service were made to A. W. Cairns, post office inspector from Calgary. A March 1906 meeting dealt with a resolution of appreciation to the RNWMP, urged its continuance in the province, and suggested an increase in its numbers. The resolution was forwarded to Sir Wilfred Laurier, Prime Minister, and to the Hon. A. C. Rutherford, Premier of Alberta. The Canadian Editorial Association was invited to visit Lethbridge on their contemplated trip to Western Canada. Finally, because parties had suggested that warehouses be built in "The Square," the Board placed itself on record as being strongly opposed to any interference with the public square or any deviation of Baroness Road (now First Avenue South) in the vicinity of the public square.

Major events occurred in local railway transportation about this time. In November 1905, the CPR announced that Lethbridge would become a divisional point on the Crowsnest line, that distinction being transferred from Macleod. As a result, a Union Station was built to serve the CPR, the AR&I, and the Great Northern railways; extensive railway yards were put in place, including 8 miles of new track; and a 10-stall roundhouse, shops, and freight sheds were constructed. All these things were dependent upon a through railway and so a major bridge to cross the Belly River to the west was essential to the plan. (At the time, Lethbridge was located at the end of a 1-1/2-mile-long spur line, which necessitated trains running in to the town, then backing out.) As a result of these developments, which the Board was told about at a meeting on 18 May 1904, Lethbridge was assured of becoming the major distributing centre in the region.

The railway yards, particularly, proved to be a serious barrier between North and South Lethbridge and the Board of Trade in June discussed various ways of solving the problem. Many were in favour of a subway; some wanted it at the north end of Round Street (now Fifth Street South), others at the end of Glyn Street (now Seventh Street South). In the end, neither was built and the Galt Street (now Second Street South) level crossing was used until Sage's Bridge (the 9th Street Overhead Bridge) was built to cross the railway yards in 1911 and the 13th Street Subway was put in place in 1913.

Also, the Board of Trade had long been concerned about a traffic bridge over the Belly River. Farmers to the west, whose natural market was Lethbridge, had to endure the long descent into the river valley with their produce, then a long hard pull with their teams and wagons to reach the city. Many simply refused to subject their horses to the climb and dealt in Claresholm or elsewhere instead. When the CPR in July proposed the modern CP Rail High Level Bridge, the Board of Trade suggested that a traffic bridge be included in the design. Correspondence between Wm. Whyte, vice-president of the CPR in Winnipeg, and the Board of Trade continued for a time. The CPR was willing to include the traffic bridge provided someone else would bear the cost. In the end, the traffic bridge proved to be very costly and no money was forthcoming from the new provincial government. By November, the new bridge, without a traffic bridge, was a certainty and drilling was going on to determine the geologic structure in preparation for building foundations. The bridge was completed in June 1909.

On 20 December, C. A. Magrath resigned his position as Lands Commissioner with the AR&I Co., the resignation taking effect on 1 January 1907. Magrath had been with the company for 21 years and felt it was time to move on to something else. He had been a stalwart of the Board of Trade and was to continue to seek advice from its members while Member of Parliament for the Medicine Hat district, which included Lethbridge, from 1908-1911.

Also, and probably more important, control of the AR&I Co. had been taken over by Osler, Hammond and Nanton, a Toronto-based financial house, and A. M. (later Sir Augustus) Nanton had been appointed General Manager. All of this had been caused by Elliott T. Galt's continued poor health. He had developed a skin cancer on the left side of his head. Elliott Galt was Magrath's brother-in-law and closest friend. It is possible Magrath simply did not care much for the new management, which had strong ties to the CPR, and quit while he was ahead, so to speak.





An inclined railway, called The Incline, used to transport coal cars from Drift Mines Nos. 1-9 to The Bankhead about 1885. From there it was loaded onto narrow gauge railway cars for shipment to market. The CP Rail High Level Bridge, built in 1907-09 is now located immediately to the right (south) of the inclined railway. P 19640112000GP



Union Station (later the CPR Station) built in 1905-06 to serve the Canadian Pacific Railway and Alberta Railway and Irrigation Company lines and to provide office and ticket sales space for the Great Northern Railway. P19821021002GP





1906 -- The Lethbridge Brick & Terra Cotta Plant was located north east of the CPR roundhouse. P19901005263GP



Brick pile and workers at the Lethbridge Brick & Terra Cotta plant. The factory was located on the north side of the tracks but its product, namely bricks, was used on the south side of the tracks. It wasn't until later that brick buildings were constructed in North Lethbridge. P19754223000GP





Above: Third Avenue South, about 1910. P19891068013GP. On the right the Canadian Bank of Commerce which was located at 216 Fifth Street. South. P1989104918NGP



One of several warehouses erected during the boom years of 1910-1911, P19730030XXXKIGP



The Dominion building located on the corner of Sixth St. and Fourth Avenue. The first Eaton's store (The Teco store) was located here. This building was demolished when Eaton's built their store which in turn has been demolished to make way for a bank. P19891054011GP



In May 1907, an enthusiastic group got together to organize "*The 25,000 Club*." The purpose of the club was to increase the spirit of civic patriotism, to make the city attractive to capital and to residents, and to organize a campaign that would increase the population of the city to 25,000 in five years. (The club slogan was "1907-1912 = 25,000.") Mr. Magrath was elected the first president, just as he had been first president of the Board of Trade in 1889. Organizers of the 25,000 Club were all staunch members of the Board of Trade, and the objectives of the new club were all objectives of the Board. One cannot help but conclude that some criticism of the Board of Trade was implied but, after the initial organization, nothing further seems to have happened.

The Annual Meeting of the Board was held on 2 May--about two months later than usual. One of the many letters dealt with came from the Winnipeg Board of Trade and asked that the Lethbridge Board record instances of poor transportation services. The letter was filed with the comment from Mr. Barford that life was too short to document the instances.

An Irrigation Convention was held in Calgary in July and a strong delegation--P. L. Naismith, W. H. Fairfield, Wm. Oliver, D. J. Whitney, A. E. Humphries, and W. C. Simmons - attended from the Board of Trade. The group submitted a resolution calling for the establishment of an Agricultural College away from the University of Alberta in an irrigation district. Fairfield made a strong speech favoring the resolution. The convention recommended the systematic gauging of streams and the locating and surveying of all sites suitable for the storage of water.

An important job undertaken by the Board of Trade in 1907 was the organizing of the Southern Alberta Boards of Trade. (There was confusion in news reports as to the name, i.e., Associated Boards of Trade of Southern Alberta, or Southern Alberta Associated Boards of Trade.) Most communities in the region had organized Boards of Trade and there was a need for them to speak with a single voice on regional matters. Mr. C. F. P. Conybeare, a Lethbridge lawyer, was elected President.

The second meeting of this organization was held in Lethbridge on 29 January 1908. Cardston, Coleman, Frank, Nanton, Magrath, Pincher Creek, and Raymond were all represented. Fees were set at \$10 per Board of Trade and each member was entitled to send six representatives to each meeting. Resolutions were passed on the following: Lethbridge, that the Blood Reserve be reduced in size; Lethbridge, that the Alberta government take over the lines of the Bell Telephone Company; Magrath, that an Agricultural College be established in Magrath; Pincher Creek, that the federal government organize a line of government elevators; Frank, that a poll tax of \$2 be levied on every unmarried man employed in the coal mines; Taber,

that the freight rate on coal be reduced; and Raymond, that changes be made in regulations governing the use and distribution of irrigation water. On the last day of the three-day meeting, the Lethbridge Board of Trade organized a tour of points of interest. Delegates visited the site of the great high level bridge, then under construction, the City Power House in the river bottom, Electric Light Company, Lethbridge Woolen Mill, Ellison Milling Company, Taylor Milling Company, Lethbridge Brewing and Malting Company, Lethbridge Steam Laundry, Lethbridge Iron Works, John Bruce Brick Company, Lethbridge Brick and Terra Cotta Company, Oliver Planing Mill, and shops of the AR&I and the CPR.

The annual meeting of the Lethbridge Board of Trade was held on 8 February. President Conybeare presented a written report, which he said was the first such report since formation of the Board in 1889; he thought it would be useful to continue the practice. In the report, he proposed that the number on the Executive Committee be increased, since this group did most of the actual work, and that Board meetings be held less frequently. Thus, the Executive Committee was increased to ten and the constitution was amended accordingly. Concern was expressed about the Court House project. The Presbyterian Church site had been chosen as a location for the new Court House but a group was circulating a petition in favour of a location opposite the RNWMP barracks. The Board felt they were likely to delay the \$100,000 project.

In April, numbering of Lethbridge streets and avenues was advocated and there was general agreement that this was a good idea. Cement walks were being laid and trees, which were in the way, were being removed. An early closing by-law was introduced with the approval of the Board and received first and second reading by council.

In June, a minor tempest in a teapot erupted when the Alberta Department of Agriculture issued a pamphlet announcing a series of lectures by Professor H. W. Campbell, then the leading authority on dry farming. The pamphlet contained the statement, "*We are convinced the system recommended by Professor Campbell will make possible large yields in Southern Alberta where the season must be most favourable if even fair crops are to be realized.*" This came on the heels of an inaccurate 1907 crop report which suggested very low yields in Southern Alberta and to which the Board of Trade also took exception. Eventually, Mr. George Harcourt, Deputy Minister of Agriculture, issued an apology.

In July, there was lengthy discussion as to the need for a Publicity Commissioner, a man who could devote his entire time to informing visitors about the resources of the district, gathering samples of grains and other products for display in a suitable building, and securing statistical information. The Board was



enthusiastic and felt a man could be hired for \$1,200 per year. The Finance Committee was asked to find the money. The meeting heard about an exhibit of alfalfa and strawberries shown at the Calgary Fair. A souvenir booklet had been issued to hand out at Calgary; cost was \$650.75 for 5,000 copies. Later in the month, a visiting group of 200 Minnesota editors were taken on a tour of the district by automobile, and were shown the farms of A. L. Foster and W. S. Sherd as well as places in the new district of Coaldale. They were served a dinner on the lawn of the Experimental Station at a cost of \$1 per head.

In September, 1908 one of the first of the great land rushes occurred at the local land office. The district east of Warner was opened up. 1,000 men and some women swarmed around the doors of the office.

Also in September, Elliott Galt and his brother John gave 'The Square' to the City of Lethbridge, to be used in perpetuity as a park, now known as Galt Gardens. The Galts reserved a 200-foot square area in the centre and made it clear that no buildings were to be erected. However, a combined bandstand-office was erected by the city for the Board of Trade in 1909 and a Carnegie Library in 1921. Donation of the Square was Elliott Galt's last official act in Lethbridge, as his health was failing and the CPR had acquired a controlling interest in the AR&I Company.

Many downtown Lethbridge business blocks were constructed between 1908 and 1912, for example, the Kirkham Block, later the Garden Hotel (destroyed by fire in 1980), and the Sherlock Block (demolished in 1982). The McLeay Block at 514 - 3rd Avenue South was another. It was built by three enterprising sisters from Watford, Ontario--Jessie, Alexandra, and Ina McLeay. Jessie McLeay had gone into business as a milliner in Medicine Hat in 1885 and, in 1889, decided to open another shop in Lethbridge. Her sisters joined her. They purchased a lot from Thomas Kirkham, Lethbridge's first tinsmith, and in 1910 built the three-storey McLeay Block. The ground floor housed the L & J Millinery (J for Jessie and L for Lexa, Alexandra's nickname). The two upper storeys contained light housekeeping rooms. There were very few business women in Western Canada in 1885-1910 and even fewer who operated with success and profit, signed promissory notes, and built business blocks. The sisters were pioneer feminists and entrepreneurs in every sense of the terms. Marie Loescher, later a well-known Lethbridge business woman in her own right, worked briefly for the McLeay sisters, before operating her own millinery shop on 3rd Avenue S.

The first banquet of the Board of Trade was held on 12 February 1909. There were 70 in attendance with representatives from Great Falls, Macleod, Magrath, Stirling, and Cardston. The annual meeting was held on 16 February, when J. W. McNicol was appointed secretary.



Top: Thomas Kirkham's tinware shop. The site was later occupied by a business block which was converted to the Garden Hotel in 1923. The Hotel burned to the ground in 1980. P19851029002GP

Centre: A view of Third Avenue South between Fifth and Sixth St. The McLeay Block is just left of centre. P19770090002GP

Bottom: Blow-up of above photo. McLeay Block is the middle building.



There was great difficulty in getting good attendance at Board meetings and it was decided to hold monthly meetings at noon and to serve lunch. The most important item of unfinished business from 1908 was the matter of a bridge over the river north of Lethbridge. It was still unfinished business in 1982.

During 1909, Secretary McNicol wrote, published, and circulated widely on behalf of the Board of Trade, two pamphlets entitled "*Lethbridge Wheat Beats the World*" and "*Lethbridge, the Pittsburg of the West*." Promotional pamphlets had been issued previously but apparently no copies have survived. In 1910, Mr. McNicol published "*Facts for the Settler About the Lethbridge District, Sunny Southern Alberta, Canada*" and another booklet called "*Lethbridge in a Nutshell*."

A worry to Boards of Trade in those early years was a tendency for wheat farmers to buy out their neighbours and to consolidate their holdings with the result that fewer farmers farmed larger farms. This trend was best personified by Charles S. Noble of Nobleford whose farms began to grow in 1909 and who farmed 30,000 acres during and after the First World War. The Board of Trade was concerned at the depopulation of the dry farms of the region because it meant fewer rural families to buy the goods of its members. The Board made every effort to encourage mixed farms, where people would keep livestock and farm a smaller acreage more intensively.

The 9 February 1910 meeting was one of the most optimistic up to that time. President C. G. K. Nourse pointed out that the population of Lethbridge had jumped 66 percent over 1908 to 11,137 (a police census estimate and much too high). Ten banks were now located in Lethbridge and another was building. Assessment had increased 37 percent, to \$5,022,000, but this was a conservative figure and actual assessment was likely eight to nine million dollars. Building permits had increased 246 percent, to \$1,268,215, and Lethbridge was twelfth in the whole Dominion of Canada in this regard. Customs receipts were up 80 percent, to \$233,687, while Post Office receipts were up 25 percent, to \$24,800. CPR freight receipts were up 50 percent, to 244,396 tons. Homestead and pre-emption entries were only up 5 percent, to 6,221, but had increased 179 percent in two years. Secretary McNicol's report was also cheering. In February 1909, the Lethbridge Board of Trade had a debt of over \$700 and no assets; at the end of the year the Board had a net worth of over \$1,400.

Committee chairmen were listed in reports of the meeting, the first time this had been done. For 1910, committee chairmen were: Industrial and Wholesale, A. B. Stafford; Finance, A. Tilley; Civic and Legislation, C. F. P. Conybeare; Publicity, G. M. Hatch; Membership, A. H. McKeown; Railroads, Fritz Sick; Agriculture, T. S. McKenzie; Real Estate

and Insurance, H. Macbeth; and Reception and Entertainment, E. U. Rylands. The secretary was instructed to write the Calgary Library Board as to the terms under which it had received a grant for a Carnegie Library. The employees of the AR&I Co. had set up a reading room and lending library for members in 1890, the forerunner of the Lethbridge Miners' Library Inc. The Board of Trade began to discuss the need for a public library as early as 1902. In 1921, a \$25,000 Carnegie grant was obtained and a Public Library was constructed in Galt Gardens.

Martin L. Kovacs, in a discussion of Hungarian communities in Alberta and Saskatchewan, provided a description of Lethbridge in 1910. "*Lethbridge was changing from a one-resource (coal) town into a railway, service and mining centre. In addition, it was a city of industry, culture, and communications in Southern Alberta. It could boast seven churches, a high school, four public schools, a kindergarten, a Roman Catholic separate school, and a convent. It supported a daily newspaper, as well as two theatres. Lethbridge was also the site of a new courthouse and a new district jail, besides a well-equipped general hospital. The presence of ten banks, five large coal mines, the only woolen mill in the west, an iron works, two cigar factories, and other industries illustrated the economic importance of the settlement. The level of urban development was also shown by three lines of railways, waterworks and sewage, eight hotels, ten miles of graded streets, nine and a half miles of cement sidewalks, and last, but not least, a large brewery.*"



Upper right: A Reeves steamer, pulling a ten bottom plow and packer. P19760204079GP

Below left: A 1912 land rush in Lethbridge when several townships in the Del Bonita area were opened to homesteading. P19891049164GP

Below right: Taylor Milling & Elevator Co., was near the site of the present day Ellison Mill. P19891049190GP.

Bottom left: Metals Ltd. Bldg. was constructed on Second Avenue South. P19740030026GP

Bottom right: The Ready Made Factory (1914). Built as a Woolen Mill, it was demolished in the thirties. P19760211082GP







Upper left: Wm. Harmon Fairfield, the first professor and agriculturist in the Lethbridge region, irrigation booster, and from 1906-1945, Supt. of the Lethbridge Experimental Station, now the Lethbridge Research Station. P19760229027GP

Upper right: Lethbridge Fairgrounds. The buildings were constructed for the Dry Farming Congress. It is believed the photograph was taken at the Congress. P19901037001GP

Above: The first special cancellation stamp ever issued by the Canadian Postal Service. Used in the Lethbridge Post Office in 1912. P19851098000GP

Below: Sage's bridge, later called the Ninth Street Bridge. P19821024000GP. Above right: The grandstand at the exhibition grounds P1974003001GP; and bottom right: One of Lethbridge's streetcars, all part of \$1.35 million worth of improvements installed in 1911-12 to impress visitors to the Congress. P19911002416GP





## THE SEVENTH INTERNATIONAL DRY FARMING CONGRESS

When 1911 dawned, Lethbridge was in the midst of a boom that had started about 1896. It had been marred locally by the prolonged coal miners' strike of 1906 and a minor recession in 1907 but the economy recovered, and in 1910, records were set in most spheres of business activity. An important factor in the booming local economy was boosterism, a continuing campaign to stimulate economic and population growth by advertising, lobbying, and offering incentives to development.

Boosterism combined elements of pride, public relations, publicity-seeking and optimism and frequently verged on outright falsehood. One of the greatest boosters in Lethbridge was W. A. Buchanan, especially through the medium of his newspaper, the Lethbridge Daily Herald. The Board of Trade, through its publicity committee, secretaries, and ordinary members ran Buchanan a close second. Buchanan scorned the skeptics or "knockers," as he called them, and constantly reiterated the theme "Boost Southern Alberta." The letterhead of the Board of Trade in 1910 was an example of boosterism and listed the advantages of Lethbridge as: *"Most up-to-date water system, finest climate/Mildest winter, most productive soil/Purest water, most progressive city/Most trees, most sunshine/Cheapest fuel, widest sidewalks/Best electric power, best schools, prize wheat/Of any place in Western Canada."*

Thus, to Lethbridge businessmen, to be a booster was to be part of the team and was to show both community spirit and business sense. Boosting was essential to progress and prosperity; good citizenship and boosting were one and the same. Successful boosting demanded both collaboration and trust in the pursuit of broad, common goals and priorities on which everyone agreed. Boosters saw themselves as community builders and their community as one with unlimited potential. In Lethbridge, policies to facilitate growth took several forms including boundary extension in 1913, huge public works programs, deficit financing, special tax policies, immigrant encouragement, industry attraction, and railway promotion.

All early Boards of Trade were active in the promotion of railway building. They knew that settlement followed the tracks. Agriculture at the time seldom spread out more than about 30 miles from the railway. The reason was that, unlike the rancher who could walk his product to market cheaply, the farmer had to haul his produce to market at somewhat greater cost. Also, the farmer wanted to be close enough to town to be able readily to obtain goods and services he required. Brochures around 1910-12 showed Macleod with 12 railway

tracks running into it from various directions and there were similar maps of Lethbridge. It was all part of boosterism.

Boosterism had its dark side. It encouraged reckless spending and heavy municipal debt. In 1899, Lethbridge had a modest debt of only \$10,000 but it soared to a more difficult \$164,000 only four years later and to \$1.5 million by 1912. This spending, encouraged by the boom mentality rampant among businessmen, did make the community more attractive, but, in Lethbridge, it led to financial difficulties that were not resolved until after the establishment of a managerial form of government in 1928.

The Board of Trade made a special effort in the area of publicity in 1911. A grant of \$6,000 was received from the city to aid in the publicity campaign. The Publicity Committee, consisting of W. R. Dobbin (chairman), F. W. Downer, and G. R. Tinning, submitted a budget as follows: newspaper and journal advertising, \$3,000; pamphlets, \$1,500; secretary's salary, \$1,500; publicity man's salary, \$4,000; travelling expenses, publicity man, \$2,000; office expenses, \$1,000; exhibitions, \$2,000; and entertainment, \$1,000. over \$7,000 was raised in a local canvass of merchants.

The most ambitious booster project of the Board of Trade took place in October 1912 with the bringing to Lethbridge of the Seventh International Dry Farming Congress and the Second International Congress of Farm Women.

Before describing the Dry Farming Congress, however, we might briefly describe some of the other activities of the Board of Trade, particularly during 1911. The year got off to a bad start when, on 11 January 1911, the Balmoral Hotel on 5th Street South was destroyed by fire. Only the walls remained. It was rebuilt as a business block, years later becoming the Metropolitan Store, then the Saan Store. The latter was destroyed by fire in its turn on 23 March 1982.

Then City Council attached a rider to its annual grant to the Board of Trade, giving the city veto power over Board expenditures. This was resented by Board officers and the entire 1910 slate refused to run again at the February 1911 annual meeting. After considerable discussion, George M. Hatch was persuaded to stand for president and J. L. Manwaring eventually took over from J. W. McNicol as secretary.

During the heated discussion, W. C. (Billy) Ives, later Chief Justice of the Trial Division of the Supreme Court of Alberta, laid the cards on the



table. City Council had interested itself in publicity and had appointed a publicity committee of Aldermen Robert Sage (Chairman), H. J. Goode, and A. Tilley. (All were present at the meeting.) In the meantime, J. W. McNicol, secretary of the Board of Trade, had acted as a publicity committee of one and had been very successful. He had published and distributed pamphlets, taken Southern Alberta exhibits to fairs in Omaha, Nebraska, and Billings, Montana, and had answered letters of inquiry by the hundred. Ives perceived the attempt by City Council to dictate to the Board as a plot, largely on the part of Alderman Sage, to discredit and unseat Mr. McNicol. Ives saw McNicol as the best publicity commissioner that Lethbridge ever had and he believed this stuck in the craw of Council's publicity committee. Amid insults, he again stated flatly that the whole episode was a plot to get rid of McNicol. Eventually, it was agreed to meet in 30 days and to try to resolve the issue. Cooler heads must have prevailed because the issue was resolved privately.

In March, C. F. P. Conybeare reported to the Board of Trade he had prepared a statement of information to be submitted to the Secretary of State in order to get the Board incorporated and the petition for incorporation had been signed by the required number of businessmen according to the act. On the morning of 17 April, the secretary received a copy of the certificate of incorporation of the Lethbridge Board of Trade from the Registrar's Branch of the Department of State, Ottawa. It was pointed out that the Board was now incorporated and would not be troubled further with any question as to the legality of any of its transactions and could go about its duties in a thoroughly business-like and legal manner. Other than the last statement, there was no indication in news reports as to why the Board of Trade had waited from September 1889 until March 1911 to make itself a legal entity. On 7 June 1900, the Board had discussed the *"question of incorporating under the Dominion Statutes but dropped it for the time being."* There was an indication that in 1910, the Associated Boards of Trade of Western Canada had encouraged members to incorporate.

In May, two meetings were held to discuss formation of a Ladies Auxiliary of the Board of Trade, one in the Majestic Theatre and one in St. Augustine's Hall. On 18 May, 116 women met for a third time in the auditorium of the YMCA and organized the Lethbridge Women's Civic Club of the Board of Trade. Elected officers were: President, Mrs. F. W. Downer; Vice-president, Mrs. John Silver; Second Vice-president, Mrs. E. Adams; Treasurer, Mrs. C. F. P. Conybeare; Recording Secretary, Miss Irene McLachlan; Corresponding Secretary, Miss Ella McLennan; executive committee, Mrs. W. A. Buchanan, Mrs. J. B. Reuter, Mrs. W. H. Johnson, Mrs. R. J. Gordon, Mrs. D. H. Elton, Mrs. J. F. Simpson, Mrs. Marriot, and Mrs. Delmar. The underlying reason for the organization seems to have

been the need to enlist the support of Lethbridge women in helping to secure and conduct the Dry Farming Congress. However, male speakers from the Board of Trade outlined sillier reasons, such as, *"... to make Lethbridge a spotless town, to make Lethbridge a greater town, to make Lethbridge a centre for Southern Alberta, and to make Lethbridge the pivot town around which revolves the entire business interests of Southern Alberta."* Another speaker suggested that the women should be prepared *... to entertain women visitors to the city, to boost Lethbridge when writing letters, to prepare luncheons for the Board of Trade on important occasions, and to create and maintain a sentiment in the city for the support of home merchants and home manufacturers."* It was the first such Civic Club in Canada and at least one large Canadian magazine publisher wanted a detailed story of the organization. The Club folded in 1924 and its functions were taken over by the Local Council of Women.

On 4 May, delegates from the Lethbridge Board of Trade attended a reorganizational meeting in Taber of the Associated Boards of Trade of Southern Alberta. This group had organized in January 1907 and held a second meeting in 1908. After that, it seemed to fall apart. It was re-organized as a result of the efforts of Dr. G. W. Leech of Taber, who was elected president. (Leech was succeeded by E. N. Barker of Cardston, who was president from 1912-1914.) Fourteen Boards of Trade attended the meeting. They intended to try to get the Dry Farming Congress for Lethbridge in 1912 and to work together for the welfare of Southern Alberta in such matters as giving publicity, attracting settlers and industry, improving and securing highways, and in the general development of the South. A petition was being circulated and the Board was still pushing for a bridge north of Lethbridge. On 13 May, the Board put a full page ad in the Empire number of the London Daily Times and discussed the possibility of placing a full-time publicity commissioner in England to attract immigrants. On 23 May, the Board undertook to organize the local celebrations for the coronation of King George V, and, on 29 May, the Board helped to organize the Union of Commercial Travellers in Lethbridge.

On 15 June, the 8th annual convention of the Associated Boards of Trade of Western Canada met in Lethbridge. Thirty-one Boards were represented from as far east as Fort William, Ontario. A unanimous resolution was passed supporting Lethbridge in its efforts to secure the Dry Farming Congress in 1912. Great resentment was expressed at the CPR practice of bypassing existing townsites in order to locate a new townsite on CPR property, of starting new towns close to existing towns in order to destroy the latter, and of placing townsites in poorly-drained or otherwise unsuitable locations as long as the CPR owned the property. There was another coal strike in Southern Alberta and the government was urged to settle it. Another resolution dealt with the



construction of a public highway from the Great Lakes to the Pacific coast, to link up with existing highways in Ontario. This would assist in developing the country and would encourage the automobile tourist business, which was becoming important. The wild real estate boom was discussed and Boards of Trade were urged to discourage worthless subdivisions. Still other business dealt with freight rates, reciprocal demurrage, level crossings, power to expropriate Indian reserves, second class mail, enforcement of legislation against noxious weeds, assisted immigration, Hudson Bay railway, and telegraph tolls.

Also in June, the second Board of Trade "*Get Acquainted*" trip took place. A pathfinding auto went over the road with a gang of men equipped with shovels to fix up the bad ruts and holes and to put the road in good shape. The itinerary was: leave Lethbridge 9:15 a.m., arrive Raymond 10:45 a.m., leave Raymond 11:15 a.m., arrive Warner for lunch at 1:00 p.m., leave Warner 2:30 p.m., arrive New Dayton 3:30 p.m., leave New Dayton 4:14 p.m., arrive Fritz Sick Farms, Wells' Siding (later Craddock) 5:15 p.m., arrive Stirling 5:30 p.m., and arrive Lethbridge about 7:00 p.m. An auto auxiliary accompanied the party and carried a full supply of gasoline, tires and oil, plus experts who were prepared for any emergency.

For the remainder of 1911 and throughout 1912, there was little in the way of reports on the work of the Board of Trade. The organization was totally involved in the Dry Farming Congress. About the only exception was a brief report on 12 June of an enlargement of the Board of Trade building, first called The Publicity Building, in Galt Gardens. Wings were added, a furnace was installed, and a public lavatory was to be put in place. The lavatory was not added although a Comfort Station was built in Galt Gardens in the 1950s. Relations between the city and the Board seemed to be strained at the time; first the city was to pay for the improvements, then it backed out and the Board was held responsible for half the cost. The city grant was reduced and bad feelings prevailed.

The Seventh International Dry Farming Congress campaign began in 1908, when W. H. Fairfield, Superintendent of the Experimental Station, received permission to attend the third session of the Dry Farming Congress in Cheyenne, Wyoming. He took along a bushel of Alberta Red winter wheat, primarily to see how it compared with the winter wheat being grown in the United States. To his surprise, and to the surprise of Southern Alberta farmers generally, it won first prize. The message was clear and unmistakable -- Southern Alberta farmers could grow wheat with the best in western North America.

This was the message Fairfield brought back to the Board of Trade. They thought it good advertising, particularly among American farmers who were beginning to flock to western Canada in

search of cheap land. The Board reasoned, if it was good advertising to win once, how much better it would be to win twice.

The Board canvassed nearby towns and found that Cardston, Magrath, and Macleod were willing to share with Lethbridge the expenses of preparing exhibits for, and attending, the Fourth Dry Farming Congress in Billings, Montana, in 1909. The principal people behind the movement in Lethbridge were President C. G. K. Nourse and Secretary J. W. McNicol of the Board of Trade. Exhibits were prepared, samples of grain were gathered, and a special train of delegates attended the Billings meeting. Again, Southern Alberta took first prize in the hard red winter wheat contest and second for the best provincial or state exhibit on display.

In 1910, Hon. Duncan Marshall, Alberta Minister of Agriculture, threw the resources of his department behind the promotion and Southern Alberta again did well at the Fifth Congress in Spokane. By this time, Lethbridge was anxious to hold the congress in Southern Alberta and extended an invitation at Spokane. It was turned down but Southern Alberta went to the Sixth Congress in Colorado Springs in 1911 with every intention of getting the 1912 meeting for Lethbridge. Secretary McNicol enlisted support from all quarters, including the CPR and the governments of British Columbia and Saskatchewan. A special train made the journey to Colorado Springs. Southern Alberta won the championship for the best exhibit, and delegates won the hearts of the congress by their enthusiasm and by the presence among them of the Lethbridge Kilties Band. (All this was described in detail by a young reporter on his first major assignment for the Lethbridge Daily Herald. His name was Harold G. Long.) The result was that their invitation was accepted and the decision made to hold the Seventh International Dry Farming Congress and Second International Congress of Farm Women in Lethbridge in 1912.

John T. Burns and Mrs. Burns arrived in Lethbridge in November 1911. He was the permanent secretary of the Dry Farming Congress and she was executive secretary of the Congress of Farm women. They rented two suites in the Hull Block and consolidated them into offices for the Congress. Staff in the persons of Miss Tweedie, chief clerk, and Mr. Thomas, mail clerk, soon arrived ready for work. Within a few days, Mr. Burns met with the Hon. Duncan Marshall, Alberta's Minister of Agriculture, George Harcourt, Deputy Minister, and members of the Board of Trade. It appears that the Lethbridge organization, called the Canadian Board of Control, may have been set up at this meeting. It consisted of Fred W. Downer (Chairman); E. A. Cunningham (Vice-Chairman and Chairman of the Transportation Committee); John T. Burns (Secretary); George R. Tinning (Treasurer); George M. Hatch (Mayor); J. H. Goode (Entertainment and Accommodations Com.); W. McNicol (Exposition



Com.); A. V. Gibbons (Decorations Com.); C. G. K. Nourse (Reception Com.); W. R. Dobbin, later B. L. Cope (Publicity Com.); J. H. Fleetwood, A. Hayr, H. J. H. Skeith, W. H. Fairfield (Jury of Awards); J. D. Higinbotham, Elias Adams, G. E. Matson, M. Calvin, R. E. MacArthur, George H. Stacey, C. B. Bowman, P. L. Naismith, C. J. Eckstorm, S. J. Shepherd, H. A. McKillop, A. M. Dowsley, and E. H. Wilson. (It has not been possible to find out what committees many of these men represented.) Mrs. F. W. Downer, of the Women's Civic Club, was chairperson of the Can. Board of Control of the Second International Congress of Farm Women.

Mr. Burns announced that his office would start sending out publicity around 1 January 1912 and estimated the cost of postage at about \$6,000 and of materials at about \$10,000. The Post Office department agreed to the use of a special cancellation stamp in the Lethbridge post office, the first time that such a cancellation stamp had been used anywhere in Canada. The stamp was the idea of C. F. P. Conybeare and D. H. Elton. Mr. W. D. Finley was publicity commissioner and responsible for providing dry farming information to 700 newspapers all over the world. He was "*making Lethbridge world famous*" according to news reports.

Mr. Burns took every opportunity to speak to groups, one of the first being a meeting of the Southern Alberta Associated Boards of Trade, whose office also was in the Hull Block. His message was that, because of the forthcoming Dry Farming Congress, "*the eyes of the world are turning toward Lethbridge*". Farmers' meetings were started throughout Southern Alberta, speakers being Mr. Burns, W. H. Fairfield, G. H. Hutton, Superintendent of the Lacombe Experimental Station, and F. S. Grisdale, assistant at the Lethbridge Experimental Station.

The publicity campaign of the Board of Trade continued, with subscriptions of well over \$6,000 being raised from local businessmen. This was matched by the city. As time went on, additional funds came from various sources--\$5,000 from the CPR, \$2,500 from the government of British Columbia, \$10,000 from Alberta, and more from Saskatchewan.

In February, it was announced that the City of Lethbridge would spend \$1.35 million on civic improvements in 1912; included were the paving of streets, completion of the 9th Street overhead bridge, completion of a street railway system, a sewage disposal plant, a water filtration plant, and buildings and a grandstand at the new Exhibition Grounds.

In March, a beautifully embossed address was sent to President William Howard Taft, inviting him and the people of the United States to the Exposition in connection with "*the International Dry Farming Congress, the International Congress of Farm Women, and the International Conference of Agricultural Colleges*". Later, John T. Burns visited

Washington and again extended the invitation and, on the same trip, visited Ottawa and invited the Duke of Connaught, Governor General of Canada. Unfortunately, neither attended.

During the week of 21-26 October, 5,000 people descended upon Lethbridge. The City Police Force went out on strike but Pinkerton detectives were hired and, with the five policemen (out of 14) still on duty, order was maintained. Boy Scouts were used as guides. One thousand of the visitors were accommodated in private homes, the rest in hotels and dormitories such as two floors of the AR&I company office. Many outstanding agriculturists visited the city, as well as delegates from many countries of the world. A Chinese delegate was held up by suspicious immigration officers at Kingsgate and missed part of the Congress. The top prize--a gasoline tractor worth \$2,500--was won by Henry Holmes of Raymond with a sample of Marquis hard red spring wheat. Saskatchewan won a cup for having the greatest number of registered delegates with 125, closely followed by Utah with 111 and Washington with 102. The total number of registered delegates exceeded 2,500. On the last day, the CPR put on six specials in addition to their regular trains and carried away an estimated 5,000 people.

The Lethbridge Herald reported, "*In point of size the exposition was greatly in excess of other years, it being generally conceded that it was five times as large as the exposition in Colorado Springs in 1911. It has been the centre of attraction for visitors. That over 20,000 passed through the gates in the last four days is a conservative estimate, and even today, many local people are going out to see it all before exhibitors commence removing their exhibits. Inside a week, the last traces of the greatest exposition of dry farming products will be gone.*" ~

The Herald credited J. W. McNicol of the Board of Trade as "*the man behind the exposition*" and reported, "*Here is the man most deserving of the credit for Lethbridge securing the Dry Farming Congress. After the Cheyenne success, he kept the ball rolling and Lethbridge forged into the limelight.*" Others singled out for special recognition were W. H. Fairfield, H. J. Goode, and C. G. K. Nourse. Everyone appeared to do an outstanding job.

The winning of first prize at the Congress with a sample of Marquis hard red spring wheat was significant. Up to about 1910, the main crop grown in Southern Alberta was winter wheat, but, from about 1912, the main crop grown was Marquis spring wheat, the development of which set the stage for large-scale wheat production on the Western Canadian prairies.

The year 1913 must have been anti-climactic for the Lethbridge Board of Trade. The previous two years had been taken up almost wholly by the Seventh Dry Farming Congress. Also, a local



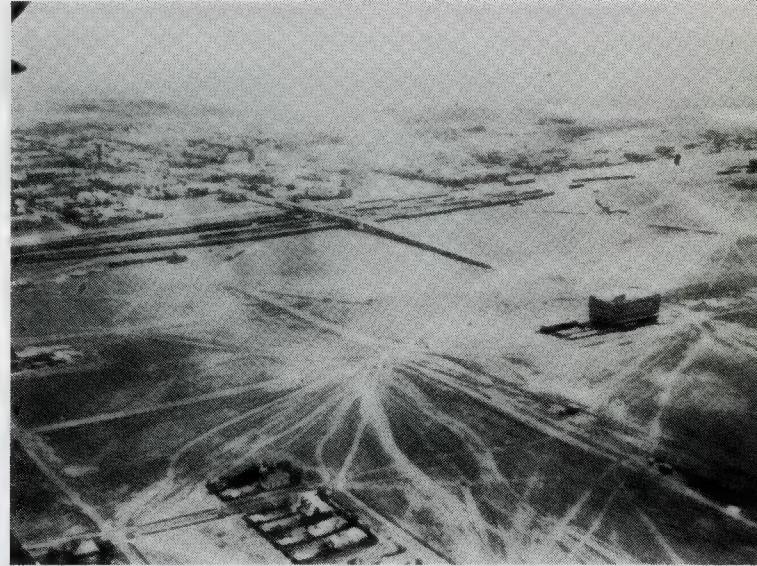
depression began in 1913 and coincided with a slowing down of western regional expansion. The investment boom that had characterized the early years of the century had exhausted itself and serious economic difficulties faced Canada and the prairie provinces. Lethbridge itself was \$1.5 million in debt and approaching insolvency. In 1913, the Lethbridge Charter Bill was passed by the provincial legislature and provided for a very advanced form of municipal government, which it was hoped would solve the financial problems. This was civic government by three commissioners who were to be elected for four, three, and two years, respectively, "... with the Initiative Referendum and Recall in application and equal male and female suffrage." At the election of 8 December 1913, W. D. L. Hardie was reelected for four years and became Mayor and Commissioner of Finance and Public Safety, A. M. Grace was elected for three years and became Commissioner of Public Works, and A. Reid was elected for two years and became Commissioner of Public Utilities. They took office on 1 January 1914.

The Board of Trade began the year by turning over all inquiries about local industrial expansion to city officials. Inducements to attract industry at the time were: exemption from taxation except local improvements, for 10 years; water and light at cost; and free site. This served two purposes: It enabled the Board to get along without a city grant and hence, to be self-supporting. Second, it enabled the Board to turn its attention to matters of civic improvement. Also at the beginning of the year, the Board changed the time of its annual meeting from February to January and decided to appoint, rather than elect, a secretary. It had been a salaried position for a number of years.

On 1 May 1913, Mayor W. D. L. Hardie travelled to Saginaw, Michigan, and there hired Joseph P. Tracey as the new Industrial Commissioner for the City of Lethbridge. His contract was for three years at \$6,000 per year. On 21 May, the Businessmen's Association tendered a banquet for Mr. Tracey, at which the Board was well represented. It was a wildly optimistic affair, with speaker after speaker extolling the virtues of Lethbridge and visualizing the metropolis it was destined to become. Mr. Tracey stated that his guiding principle in industrial promotion would be, "*All Join Hands to Make a Greater Lethbridge.*" President W. C. Ives of the Board of Trade suggested that all businessmen join the Board and "*get in the game with Tracey.*" During his term in office, Mr. Tracey talked Council into spending \$12,000 on his various schemes, few of which appeared to benefit the city.

President Ives, in his annual report, stressed all the positive aspects of business during 1913 but mentioned the serious money stringencies and the retrenchment necessary as a result of the recession. Fortunately, there were no business failures in the city but 200 appealed their tax assessments. The

premises of the International Harvester Company were completed and a macaroni factory was in operation. The mines were working; they had a hoisting capacity of 5,000 tons per day and employed about 2,000 men with a payroll of \$200,000 per month. The Village of Stafford became part of the City of Lethbridge during the year.



The International Harvester building at Ninth Street and Second Avenue North in 1920. This was one of many aerial photographs of the region taken by Harry Fitzsimmons and Jock Palmer with a hand-held camera. P19851128XXXXGP

The Village of Stafford began as a cluster of shacks on land subdivided by James Pierce in June 1891. Galt No. 3 mine had opened in 1890 and the Hungarian, Slav, Italian, Russian, and French Canadian mine workers needed cheap housing within walking distance of the shaft. These people incorporated as a village under the name of Stafford in 1901. As the population increased, new additions were opened: Hammerburg in 1901, Perry in 1907, and Vair in 1911. There was no authority in the village and, by 1908, it was a disordered, noisy, unruly community. The Royal North-West Mounted Police, in barracks in the civic square, did what they could but it took a major disturbance to get members of the Force over to the North Ward, Staffordville, or Stafford, as it was variously called. Annexation of the village by the City of Lethbridge was a long-time goal of residents but the city wanted no part of a bunch of "*foreigners*" with a turbulent history, a low assessment, and a relatively large population. This changed in 1912 with the election of W. F. Wilson as Chairman, Stafford Village Council. Wilson petitioned the Alberta legislature greatly to enlarge the boundaries of the village; Lethbridge City Council was afraid his proposal might go through and cause the city endless trouble. Also, W. D. L. Hardie campaigned for mayor of Lethbridge in 1912, one of his campaign promises being annexation of Stafford by the City of Lethbridge. Hardie took office on 1 January 1913. Stafford became part of Lethbridge on 2 April 1913.



The Board had been instrumental in persuading the CPR to run passenger trains to arrive in the city in the morning and to return passengers to their homes in the evening. This applied to the Aldersyde and Cardston lines but not to the Coutts line. The volume of traffic in the Lethbridge yards was up and from 1,500 to 2,000 more cars were handled weekly in 1913 than in 1912. A traffic bridge had been put in at Nolan's Crossing, north of Coaldale, but a bridge at Diamond City was still a real need.

The weekly luncheons of the Board of Trade, new in 1913, had been a success. The Lethbridge Home Reunion Association, organized by the Board

of Trade, was functioning and bringing the relatives of local settlers out from the old country; 37 people had been brought to the city and numerous families reunited. At the instigation of the Board, postal service had been increased to three deliveries and three pick-ups daily.

At the conclusion of Ives' report, officers for 1914 were elected. Among them was a comparatively recent arrival whose name was George R. Marnoch. He was elected president and was to remain president of the Lethbridge Board of Trade until 1921.



First Lethbridge mail carriers in front of Board of Trade Building in Galt Gardens about 1910. Carriers are, from left to right: Unknown, Unknown, Unknown, C. S. McGuire, George Masson, Unknown, Alex Masson, Robert E. Baldrey, John H. Easton, Alfred Smith, and Alex Lothian. P19891049185GP



## Chapter 6

### THE MARNOCH ERA

Boosterism peaked in Lethbridge with the successful undertaking of the Seventh International Dry Farming Congress in 1912. Then the collapse of the real estate market and the booming economy, plus the outbreak of war in 1914, had profoundly detrimental effects upon the city. After a long period of sustained, often phenomenal growth, immigration halted, land sales subsided, and commercial activities contracted. The joy-ride was over and Lethbridge entered a new era, one in which the city had to face the major consequences of the boom, the agony of a world war, and the economic hardship of a resulting depression.

In spite of the lasting contribution he was to make to Southern Alberta, little is now known about the new president of the Board of Trade, George R. Marnoch. Frank Steele of the Lethbridge Herald described him as a shrewd, hard-headed Scot. According to a nephew, A. K. Marnoch, there were three Marnoch brothers and they were born and raised in Aberdeen, Scotland. The oldest became a medical doctor and practiced in Aberdeen throughout his life. The two youngest, John and George, became carpenters, emigrated to Africa, and built houses and other buildings in the British possessions there for several years. About 1910, they came to Southern Alberta, presumably as part of the great wave of immigration that entered the region about that time.

The brothers must have done well in Africa. John established himself on a farm at Coaldale. Later in life he worked for the Chinook Club for several years.. George built a large warehouse at the corner of 4th Street and 3rd Avenue South. In his day, it was actually three warehouses but Marnoch's tenants are not known. On 4 July 1911, George Marnoch applied to City Council and the CPR for a spur line to his warehouses; this spur, which still runs down 4th Street South, was known as the Marnoch spur.

Mr. Marnoch lived at No. 10, in the Bryan (later Lafferty) Block, 404 - 5th Street South, a building that was demolished to make way for the Lethbridge Centre. He must have involved himself quickly in community affairs and impressed those with whom he worked. In 1914, as we have mentioned, he was elected president of the Board of Trade and remained in that position until April 1921. Then he resigned--why we do not know--and went to live with his brother on the farm at Coaldale. In the late 1920s he went to England. He died while on holidays in Switzerland in 1938 or 1939. According to Dr. A. E. Palmer, who knew him, he was a capable man with a brusque manner. On 5 January 1921, he was the subject of a laudatory

editorial in the Lethbridge Herald. His contributions to Lethbridge and Southern Alberta were outlined. Being of independent means while in Lethbridge, he devoted himself full time to the affairs of the Board of Trade.



Geo. R. Marnoch, President of the Lethbridge Board of Trade 1914-1921 P198610300000G

On taking office, President Marnoch began the practice of publishing his annual reports, aided by a grant from the city. The 1914 report read in part, *"The activities of the Board of Trade have been based upon a realization of the fact that our development as a city is in many respects farther advanced than the present development of our agricultural resources warrants, and in endeavours to initiate, to help in, and to carry through such action as may further agriculture and allied industries."*

Practical measures taken to further Board of Trade objectives in 1914 included the organizing of the Lethbridge Livestock Guarantors, which was a plan to help farmers to acquire livestock. Sixty Board members pledged \$150 each, thus providing a credit of \$9,000 to stand against any irrecoverable losses that might arise among the farmers. The Board was doing everything in its power to help farmers north of Lethbridge to obtain irrigation. Surveys had been underway for several years and about 100,000 acres lying between Macleod and Turin appeared to be irrigable. The Board had sponsored hydrological surveys of the region with a view to locating dependable well water supplies and an area of artesian water had been mapped. The Board undertook *"a back to the land"* movement,



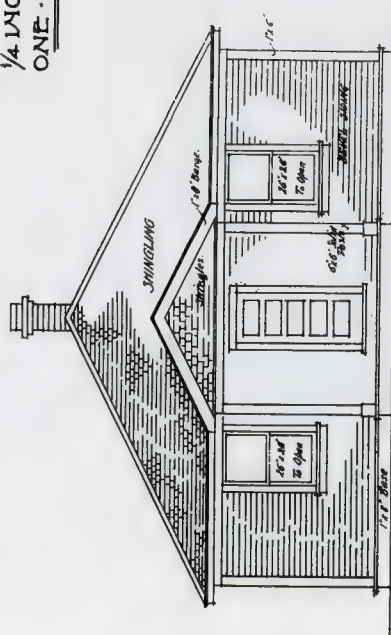
- CANADIAN - PACIFIC - RAILWAY - C.O. -
- DEPARTMENT OF NATURAL RESOURCES -
- FARM - BUILDINGS -
- STANDARD - HOUSE - NO 22 -

DEVELOPMENT BRANCH.  
CALGARY 1<sup>ST</sup> MARCH. 1914.

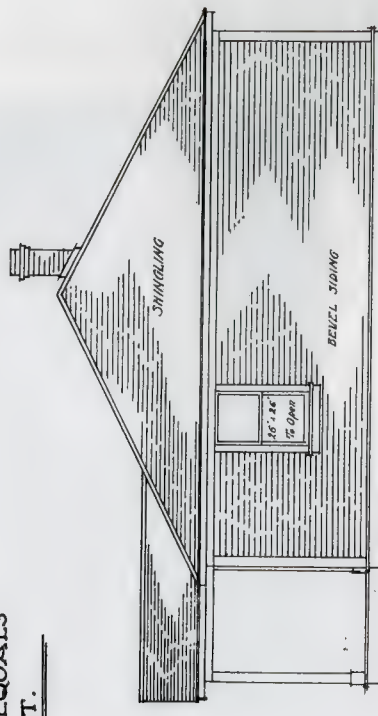
Approved  
*R. J. Smith*  
Superintendent.

*J. D. Smith*  
Engineer.

SCALE:  
1/4 INCH = EQUALS  
ONE FOOT.



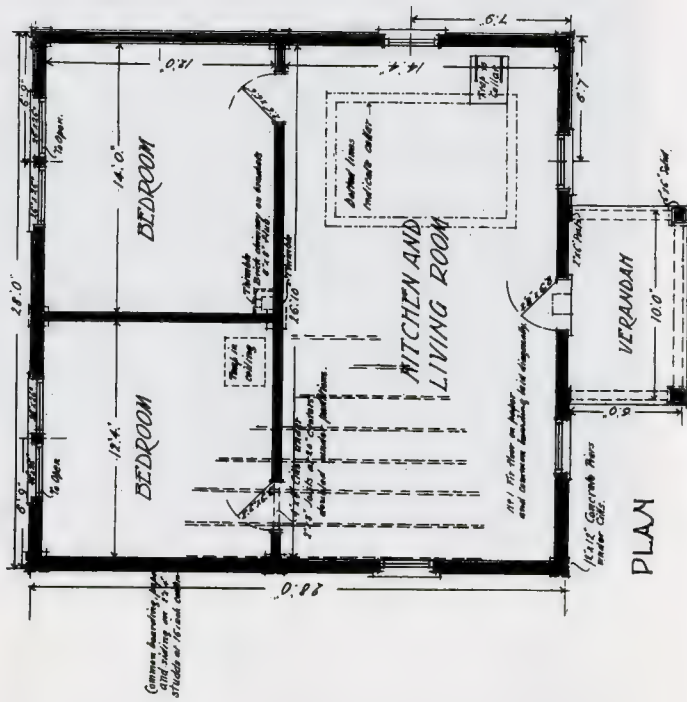
FRONT ELEVATION



SIDE ELEVATION



ALTERNATIVE:-  
Detail showing rafters and  
carrots decorative and  
external walls. 1/2 inch - 1/2 inch.



PLAN

SECTION.

J. G. J. March 1914





In 1916 the CPR announced a Readymade farm policy, whereby 25 irrigated, fully equipped farms in the Coaldale area would be leased to experienced returned soldiers with an option to buy. The price list at right gives the range available in buildings. You'll note there is also a price for the outdoor toilet.

The photo above shows surveyors from the CPR Readymade farm near Bassano. P19770102010GP

The house plans at left are from an actual order book. Courtesy of Mr. Geo. (Bud) Boulton.

## Canadian Pacific Railway Company

DEPARTMENT OF NATURAL RESOURCES

CALGARY - CANADA

# BUILDING DESIGNS

FOR  
FARMS DEVELOPED  
UNDER

## LOAN POLICY

1914

### INDEX

PAGE		PRICE WITHOUT FOUNDATION WALL	ADD FOR CONCRETE FOUNDATION WALL	ADD FOR EXTRA HAULING FOR EACH MILE OVER FROM NEAREST SIDING
1.	Standard House, No. 1B.....	\$ 930 00	\$45 00	\$6 00
2.	Standard House, " 5A.....	1,025 00	50 00	6 00
3.	Standard House, " 15.....	850 00	40 00	6 00
4.	Standard House, " 16.....	1,130 00	55 00	6 00
5.	Standard House, " 17.....	1,450 00	60 00	6 00
6.	Standard House, " 18.....	1,275 00	50 00	6 00
7.	Standard House, " 19.....	1,340 00	50 00	6 00
8.	Standard House, " 20.....	1,570 00	50 00	6 00
9.	Standard House, " 21 (Sheet 1) }	1,550 00	50 00	6 00
10.	Standard House, " 21 (Sheet 2) }			
11.	Standard House, " 22.....	1,100 00	50 00	6 00
12.	Standard House, " 23.....	1,220 00	50 00	6 00
13.	Standard Toilet, " 2.....	25 00	—	—
14.	Standard Barn, " 1A.....	650 00	40 00	6 00
15.	Standard Barn, " 9.....	750 00	35 00	6 00
16.	Standard Barn, " 10.....	1,500 00	50 00	6 00
17.	Standard Barn, " 11 (Sheet 1) }	1,250 00	45 00	6 00
18.	Standard Barn, " 11 ( " 2) }			
19.	Standard Barn, " 12 ( " 1) }	1,750 00	55 00	6 00
20.	Standard Barn, " 12 ( " 2) }			
21.	Standard Piggery, " 3 (Three unit).....	450 00	30 00	6 00
	"    "    Add for each extra unit.....	80 00	5 00	—
22.	Granary, " 2.....	210 00	—	6 00
23.	Perspective Sketch, showing Color Scheme "A"			
24.	Perspective Sketch, showing Color Scheme "B"			
25.	Perspective Sketch, showing Color Scheme "C"			
26.	Perspective Sketch, showing Color Scheme "D"			
27.	Perspective Sketch, showing Color Scheme "E"			
28.	Standard Fences Photographs			

SUPERVISION CHARGES TO BE ADDED TO ABOVE PRICES



whereby unemployed city workers were encouraged to seek work on the irrigated farms of the region. Departments of Agriculture were encouraged by the Board to issue timely fact sheets, to circulate a Farmer's Page to newspapers, and to publish conventional farm bulletins. The organizing of Farmers' clubs was suggested and more enthusiasm was called for in organizing Short Course Agricultural Schools.

Agriculturally, 1914 was a disastrous year in Southern Alberta. There was widespread drought and crop failure. Over one million dollars was expended by government in relief, and road building projects were undertaken throughout the rural areas as another means of providing assistance. Unemployment, particularly in the mines, was widespread. Fed up with the status quo, members of District No. 18 of the UMWA passed a resolution endorsing Socialism. Needless to say, this did not endear them to the Board of Trade.

There were indications that the sugar factory which had been established at Raymond for the previous 12 years would be removed to a more favourable location in the United States. The factory was moved in 1915 because farmers preferred to produce high-priced wartime wheat than labour intensive beets. Sugar beet culture did not resume in the area until a commercial fertilizer industry developed at Trail, B.C. and superior sugar beet varieties became available in 1925.

A first contingent of 125 men left for Europe and the Western Front in September. 100 men were training with the 31st Battery, 40 with the 50th Battalion, and 80 with the 20th Battery, which was under command of Major J. S. Stewart and Captain Alvin Ripley, both Board members. (Stewart, on military leave from the Alberta Legislature where he was an MLA, was to become a Brigadier-General. Ripley, on military leave from his job as Postmaster, Lethbridge P.O., was to die in action.) One hundred men had joined the 13th Canadian Mounted Rifles and were in training at Pincher Creek while 25 Reservists were on their way overseas. By January 1915, 1,000 officers and men had been recruited locally.

The new Post Office, long called for by the Board of Trade, was completed at a cost of \$250,000.

In 1915, the Board of Trade continued to devote itself to the study of the needs of the farming communities, and to the carrying into effect of plans as conceived by the Agriculture and Rural Relations Committee. A joint Committee of Agriculture and Commerce was established by the federal government and G. R. Marnoch was nominated by the Board as a member. Its function was to encourage the collaboration of agriculture and business, particularly commercial banking and financial interests.

Colonization and immigration, both at a low ebb because of the war, were discussed by the Board of Trade. There was still much empty land in the region and this was identified. The comment was made that, while bitter feelings had been engendered against nations, after peace was declared we should welcome desirable individuals, regardless of their place of origin. The Board had helped to establish the Alberta Rural Development League, which contemplated not only the betterment of established farmers but also considered what means might be available to develop our unoccupied farming territories. Suggestions were made regarding amendments to the Homestead Regulations. Rangelands should be opened for lease by farmers, including special terms for experienced farmers or graduates of schools of agriculture.



First World War volunteers. Group composed of volunteers and British Army reservists. P19831018000GP



Major Alvin Ripley and family, about 1914. Major Ripley commanded a Lethbridge battery overseas and was killed in action. P19861052000GP



The 1915 crop was the heaviest to date--it was the highest per acre yield of wheat ever. Many old debts were paid off, credit began to loosen up, and the future looked more hopeful than it had for years. The Board expressed its disappointment that the federal government had not erected an Interior Storage Elevator in Lethbridge as it would have been of great service to farmers of the region. As it was, wheat from the Lethbridge region was finding its way to a storage elevator in Moose Jaw. All of this was pointedly brought to the attention of the Board of Grain Commissioners in a telegram on 15 November.

On 4 August 1915, the name of the river flowing past Lethbridge was changed from the Belly to the Oldman. This was the result of extensive correspondence on the part of the Board of Trade with the Geographic Names Board of Canada, the Department of the Interior, and the governments of Alberta and Saskatchewan. The name Belly, (a translation of the Blackfoot *Mokowanis*) had never been popular. As early as 1886 a deputation waited upon Thomas White, Minister of the Interior, and asked that the name be changed. At a Board meeting in 1906, resolutions were passed asking that the name be changed and suggesting that south Saskatchewan or St. Mary River be considered. In 1909, J. W. McNicol, Secretary of the Board of Trade, began firing off letters asking that the name be changed to the Alberta River. In early 1915, the Premier of Alberta decided that Lethbridge River would be more suitable. In the meantime, a committee of the Geographic Names Board of Canada had considered the matter and issued a lengthy report. The gist of it was that the names Belly and Oldman had precedence over others because of long usage. They concluded that the Oldman, from its origins behind the Livingstone Range, was the main stream and that the Belly, which originated in the United States, was a tributary. Accordingly, the name Oldman was assigned to the river from its Northwest Branch origin to its junction with the Bow, when it became the South Saskatchewan. Board of Trade members at a 13 August luncheon expressed great indignation at this action and vowed to continue to press for the name, Lethbridge River.

The 1916 crop was another big one, the first time two big crops in a row were grown. President Marnoch reported, *"With regard to general business conditions, there is continuing improvement in the situation. Debts that were outstanding so long as to have looked hopelessly bad have been collected, and by the time the crop has found its way to market there should be little left to complain about in this direction. Our merchants would be doing even better business if supplies could be got forward more quickly but they, in company with all other merchants in Canada, are experiencing difficulty in this regard."*

In 1916, the Board of Trade made urgent

representations to the CPR, asking that they complete the Lethbridge-Weyburn railway line. It was completed as far as Manyberries but there was a 35-mile gap to fill to make connections with Altawan at the Weyburn end. A Lethbridge-Kipp-Turin Suffield line was under consideration and the Board urged its completion also. Changes in freight rates were vigorously protested by the Board and freight car demurrage was discussed. (The CPR was blamed for not moving unloaded cars quickly enough.)

President Marnoch was elected a vice-president of the Western Canada Irrigation Association at its annual meeting in Kamloops and called on the government to conduct irrigation surveys in the country south and east of Lethbridge. Dry land was in demand. Auction sales of 260 quarter sections of unbroken land around Carmangay and near Vulcan realized an average of \$14 per acre and sales of the Cameron Ranch property, near Lethbridge, averaged \$15 per acre. A growing business was being done at the Livestock Yards at Lethbridge, which were conveniently located on a railway siding near the Fair Grounds with access by street car.

Concern was expressed by the Board of Trade at the lack of unifying agencies in the small towns and rural communities of the region. There were such agencies, although they became much more obvious in the 1920s and 1930s. The rural school, to which children were brought in buggies, democrats, or even wagons driven by older students, provided a centre for the social and religious life of the community in most districts. Baseball tournaments became an integral part, and source of pride, of many communities. Outstanding teams, often manned by former professionals, surfaced in some very unlikely places. School Sports Days were common with children of the region gathering at some central location for a day of racing and other sports. Country fairs were much less sophisticated than now but provided a chance to meet with one's neighbours and to exhibit handicrafts, examples of cooking or baking, or display outstanding crops or livestock. A new feature of cultural life was the Chautauqua. These travelling tent shows brought opera singers, magicians, and actors to culturally-starved prairie people.

In October 1916, Samuel S. Dunham, a local lawyer and chairman of the Board's Rural Relations Committee, was approached by J. M. Erickson, who was trying to bring Chautauqua to Canada. It was a fortunate contact. Dunham was familiar with Chautauqua as he had come originally from the United States where it was well known and widely accepted. The Lethbridge business community was aware of its dependence on its farming/stock-raising hinterland and was anxious to serve it, and the Board felt that the community needed a lift after about three years of war. The upshot was that, in July 1917, Dunham had the distinction of being the first in western Canada to sign a Chautauqua contract; his signature was followed by the signatures of 29 other



Lethbridge businessmen willing to underwrite the approximately \$1,500 guarantee. In the next few days, Erickson signed contracts with businessmen in Taber, Cayley, Nanton, and Macleod. The Lethbridge Board of Trade promoted the coming of the Chautauqua vigorously and suggested that farmers and their families try and spend the full week in town. Thus, the first Chautauqua in western Canada, held in Lethbridge in July 1917, started the institution on a successful run until roads, radio and the proliferation of other entertainment killed it in the mid-1930s.

Prohibition became effective in Alberta on 1 July 1916. (The provincial vote was 58,295 for, 37,209 against.) According to the Board of Trade, the effect was good. Miners lived comfortably and treated themselves to better clothes and food. Farm labourers saved their pay and took it home instead of leaving the money in the nearest saloon. Nothing was said about the corruption that Prohibition spawned or about the local fortunes that it founded. The Lethbridge brewery turned to the making of two percent beer and leased its cold storage facilities to merchants for surplus eggs and butter.

A Victory Loan campaign in 1917 raised \$708,150 locally; S. J. Shepherd was Honourary Chairman for Lethbridge while G. R. Marnoch was Vice-chairman for Southern Alberta. War casualties continued to mount. Voluntary enlistments now totalled 2,035; 150 had been killed, 159 wounded, and 5 were missing. Returned soldiers had formed a branch of the Great War Veterans' Association (later the Royal Canadian Legion) and had been given the former land office at 9th Street and 1st Avenue South as clubrooms. The Lethbridge office of the Alberta Soldier's Aid Commission watched over the welfare of the returned men. A Patriotic Fund was set up to collect money to help the families of soldiers on active service, the Red Cross in 1917 collected \$15,000 and the Imperial Order Daughters of the Empire (IODE) and Women's Civic Club both collected money and provided what help they could.

In 1917, the Board of Trade sponsored a conference to follow up previous work related to water supplies. The number of livestock had increased in the district and more and better water supplies were needed. The conference was attended by farmers, officers of the Canadian Geological Survey, the Irrigation Branch, the Commission of Conservation, the Alberta Public Works and Agricultural departments, as well as by railway and irrigation engineers and public health officials. The proceedings were printed by the Board and made available for distribution.

At a Board of Trade meeting on 28 May 1918, discussion turned to the Segregated Area, a few blocks along the west side of the city where prostitution, gambling, and bootlegging were tolerated. Mayor W. D. L. Hardie, who was present, absolutely denied insinuations of graft by the Mayor and City Police Force. He was in favour of the Segregated Area as long as regulations were not broken and it was of benefit to the town. Also, it helped to keep the rest of the city clean.

The mayor's attitude was probably typical of that of most businessmen in the city at the time. At an early date in Lethbridge's history, in response to the presence of a male-dominated, unruly, transient population of miners and settlers, a red light district developed on what became known as "The Point," a promontory near the mines where the Lethbridge Lodge Motel is now located. The presence of the Segregated Area, and all that it implied, was strongly resented and objected to by the Lethbridge Ministerial Association, particularly by the Rev. Charles McKillop prior to his death in 1907. Nevertheless, the first raid of any consequence was not carried out until the night of 31 December 1912, in response to complaints that proprietors in the Area were selling liquor to minors. The raid was under the direction of Police Chief W. B. Davis who earlier had succeeded Police Chief Joseph Gillespie. Gillespie had been suspended, and Detective Patrick Egan and Inspector Leslie Silliker fired, allegedly for accepting payoffs from proprietors of the



Interior of wholesale liquor store. P19891046033GP

The bloody war in Europe went on and in Lethbridge, 1,875 officers and men out of a total population of 12,145, had joined the armed forces. Casualties to November 1916 totalled 81 local men. A Khaki League and Returned Soldier's Bureau had been formed in Lethbridge to look after the rehabilitation of returned soldiers. Mr. J. R. Oliver, Secretary-Treasurer of the Board of Trade, was Honourary Secretary. The CPR announced a Readymade farm policy, whereby 25 irrigated, fully equipped farms in the Coaldale area would be leased to experienced returned soldiers with an option to buy.



Segregated Area. Eventually Gillespie and Egan were rehired. Within days of the closing of the Segregated Area by Chief Davis, complaints were heard that trade had suffered and as a result, the Segregated Area was soon back in business.

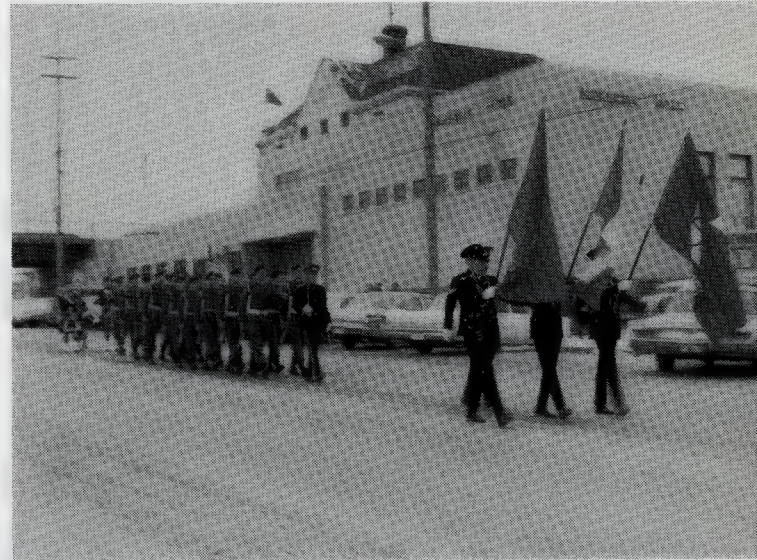
Rumours of graft and payoffs involving city officials and the police surfaced constantly in relation to the Segregated Area. These rumours were just as frequently denied but, as far as is known, a thorough investigation of the whole matter was never undertaken. Thus, the Segregated Area continued for many years, moving from The Point to the area bounded by 1st and 4th Avenues and 2nd and 4th Streets South by about 1917-18. This caused problems for Galt Hospital nurses in residence as they were often mistaken by drunks for denizens of the Segregated Area. In 1943, official concern over VD in the civilian and military population of Canada reached a high pitch. The Medical Officer of Health in Edmonton contacted officials in Lethbridge where VD was rampant among both troops and civilians. His message was straight-forward: *"Close the Segregated Area or I will send in the RCMP."* (The immediate event that precipitated the threat of closure involved a convention in the Marquis Hotel. Delegates, after a night on the town, repaired to the Segregated Area for late evening entertainment. For some reason, an unusually large number contracted VD and infected their wives on their return home. The resultant uproar forced the hand of medical authorities.) As a result, in November 1944 George Harvey, a former RCMP staff sergeant, was hired as Chief of Police to clean up the area and did so within a month. One must conclude that Lethbridge businessmen could have forced its closure long before except that the Segregated Area was looked upon as *"good for business."*

A feature of business life in Lethbridge in 1918 was the very large number of small farm tractors that were sold. The sale of these tractors was stimulated by the abrogation of customs duty on them early in 1918 as most of them were manufactured in the United States. One local company sponsored a tractor school which was attended by 227 farmers, all of whom were owners of the firm's engines. Interest soon waned because of drought and depression but the doom of the steam engine and horse as motive power was sealed.

In 1918, and for at least the previous ten years, there was a concerted effort made to acquire the unbroken lands of Indian Reserves for white settlers. It was the subject of many Board of Trade resolutions. President Marnoch said in his 1918 report, *"There is a very extensive Reserve, containing about 350,000 acres, owned by the Blood Indians immediately to the west of Lethbridge. Early in 1918, the Indians voted to sell some 52,000 acres at the north end and 51,000 at the south. The sale has not yet taken place and in the meantime some portions of the land that is to be sold have been leased as cattle range on short-term leases."*

*Suggestions have been made that returned soldiers should be given opportunities to buy portions of these lands. . . . Very little of this large reserve has ever been cultivated and it is highly desirable that it should no longer be kept out of beneficial use."* A few farsighted Indian leaders, notably Shot-Both-Sides, succeeded in stopping the land sales.

Considerable effort was expended by the Board of Trade on what must have been the last Victory Loan campaign of the war. The Lethbridge Reconstruction Committee was formed to aid in the re-establishment of returned soldiers and to work with the Bureau of Labour and the Alberta Returned Soldiers Commission in this regard. Settlement of soldiers on farms was encouraged. The Board used its influence with the Dominion government, the Alberta government, civic authorities, and employers generally in regard to works that might be initiated and carried on in the interest of returned men, the community, and the country.



Following World War I, the Land Titles building, scene of many line ups for farms, was used as a base for returning veterans. Called the European War Veterans Association, it was the beginning of the present day Royal Canadian Legion in Lethbridge. P19760209006GP

The Great War intensified a Southern Alberta economy based almost entirely on one crop--wheat--for export to an overseas market. The war years were prosperous ones with high prices. Acreage seeded and wheat exported doubled from 1914 to 1918, but not all of the increase in prices was translated into gains for the farmer. Farm expansion during the war was accomplished only by paying inflated prices for land, labour, machinery, and credit. Because of their own cupidity, plus very bad advice from bankers and other lending agencies, wartime prosperity placed many farmers on a treadmill of debt from which they could not escape.

War was followed by depression and a drought that lasted from 1917-26. On 22 November 1921, the Survey Board for Southern Alberta was



organized to inquire into, report on, and make recommendations in regard to matters affecting the welfare of those areas in the southern part of the Province of Alberta which were subject from time to time to drought. Members were Charles A. Magrath (chairman), William H. Fairfield, George R. Marnoch, and Judge Arthur A. Carpenter. Their final report was submitted to the Honorable Herbert Greenfield, Premier of Alberta, on 21 January 1922. It made the following recommendations: that the Government of Alberta guarantee loans for seed and feed for the 1922 crop to a limit of 200 acres per farmer, the loan to be contingent on the farmer summerfallowing at least one-third of his acreage; that creditors be encouraged, either voluntarily or by legislation, to exercise restraint in collections and to leave debtors with enough money to feed their families and to put in next year's crop; that unsold Crown Lands be reserved from sale or entry; that any available Crown Lands be used as summer community pasture by adjacent farmers and that Indian Reserves also be used for this purpose; that existing Stock Watering Reserves and Better Water Supply Reserves be maintained and that opportunities to add to their numbers or acreages be utilized; that the Geological Survey of Canada actively study underground water possibilities, and that the Reclamation Service and the Topographical Surveys Branch work with Alberta's Public Works department to seek out sites for water impoundment for stock watering purposes; that the Government of Alberta urge the Dominion Government to continue irrigation surveys, to undertake construction of irrigation storage reservoirs, and to include Crown Lands and School Lands in Irrigation Districts; that the Government of Alberta encourage colonization of new irrigation projects and that it try and reduce irrigated farms to about 160 acres in size; that students at university, agricultural and technical schools be encouraged to study irrigated agriculture and thus fit themselves for directive jobs in the Province of Alberta; that the Dominion Government be asked to assist in soil surveys of the region and that the University of Alberta Soils Department be given adequate funding for this purpose; that legislation to control insect pests (a Pest Act) be passed and that at least half the cost of poison baits be borne by the Province of Alberta; that the tax structure of the drought area be re-examined and that Tax Enforcement procedures be reviewed; that more District Agricultural Agents be hired (there were three in 1921), and that a senior officer be appointed to organize and coordinate the work; and, that the Illustration Plot system on individual farms be expanded, the number of farms involved be increased, and that the experiences of innovative, enterprising, resourceful farmers be published. Many of these recommendations were dusted off and applied when the drought years of the 1930s came along.

The thrust of the Survey Board for Southern Alberta report was, that since existing farmers had

experienced every bad thing the country had to offer and since they had learned from this experience, every effort should be made to keep them on the land. If they were forced to move, a new crop of homesteaders eventually would come in and likely would make the same mistakes all over again.

The most important project of the Lethbridge Board of Trade during the 1914-21 period was the development of the Lethbridge Northern Irrigation District (LNID), originally called the Old Man River Project. This was in keeping with the Board of Trade's long-standing boosting of irrigation development in the district.

The project started in 1910 when G. W. (Old Man) Pearson of Iron Springs presented a petition to Hon. Frank Oliver, Minister of the Interior, asking that water be pumped 300 feet up from the Belly (later Oldman) River to irrigate lands in the Picture Butte-Iron Springs districts and that surveys be undertaken to determine the feasibility of further irrigation and acreages involved. Mr. Oliver replied that, traditionally, private enterprise was expected to develop irrigation projects. Further, the cost of pumping water to a height of 300 feet would be prohibitive, and there the matter rested during the remainder of Mr. Oliver's administration.

In 1911, the Liberal government of Sir Wilfred Laurier was defeated by Sir Robert Borden's Conservatives. The Borden government was more receptive to the pleas of "Old Man" Pearson and Iron Springs farmers and agreed at least to conduct broad-scale, initial surveys of the region. By 1913, a scheme to divert water out of the Oldman River on the Peigan Reserve about 40 miles west of Lethbridge was recommended,

In 1915, the Lethbridge Board of Trade commented on the LNID and said *"This project contemplates the 100,000 acres of lands to the north of Lethbridge, at a capital cost of \$18 to \$20 per acre. Mayor W. D. L. Hardie and your president (G. R. Marnoch), along with Mr. G. W. Pearson, representing the farmers concerned, waited on the Premier, the Rt. Hon. Sir R. L. Borden, and his Cabinet in Ottawa early in 1915 to press for the construction of this project. Assurances were then given by Hon. W. J. Roche, Minister of the Interior, that further detailed surveys of each quarter section, to determine just how many acres could be brought under the water, would be gone on with. This promise has been fulfilled, and only a small portion of these surveys now remains to be completed. . . . At the 1915 Session of the Provincial Parliament, the Alberta Irrigation Districts Act was passed, and under that legislation the farmers concerned will be able to form themselves into a District with power to issue bonds for the carrying out of the project."*

By 1919, the irrigation picture in Southern Alberta was as follows: *"The results from farming under irrigation on the long-established 120,000 acres under water at Magrath, Raymond, Coaldale,*



and Lethbridge this year have been splendid. The 17,000-acre extension of this system at Taber is now under construction. The 100,000-acre Lethbridge Northern district has been fully organized and construction should be started in the spring (of 1920) while the United Irrigation district west of Cardston and the Lone Rock and South Macleod districts are also getting near the actual construction stage." The LNID was created by a vote of the resident landowners on 29 September 1919, the result being 288 in favour, 3 opposed. The water license incorporated under the Irrigation Districts Act entitled the District to divert 20,000 acre-feet of water to irrigate 105,265 acres. Capital costs by this time were in the order of \$50 per acre.

Funding for the project was obtained from debentures, which were guaranteed by the Provincial government in the amount of nearly \$6 million. The bonds did not sell when first issued and, at a Board of Trade meeting on 21 March 1921, an announcement was made that the provincial government, backed by the federal government, had decided to grant a full guarantee of the bonds of the LNID. In return the Province received about 10,000 acres in the District, which were sold through its Colonization Branch as irrigable farm parcels. The trustees of the district, Chairman T. W. Crofts, W. F. Lever, and George Chew, were occupied in 1919 in

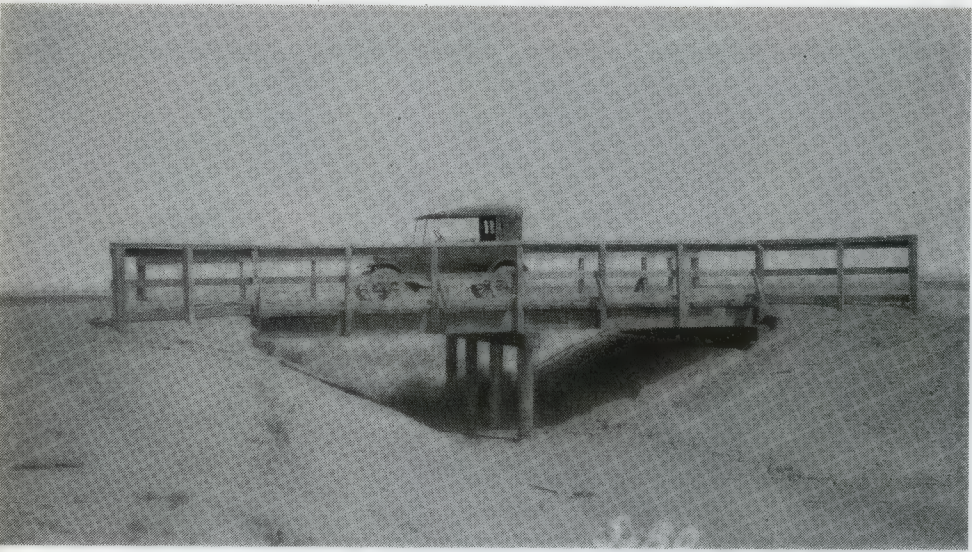
moving toward construction; H. B. Muckleston, the chief engineer, was engaged in preparatory work in connection with plans and the drawing up of exact estimates of cost. Mr. G. H. Dunning was secretary of the District and S. J. Shepherd was their solicitor. The offices were in Lethbridge.

When construction started, it was under the direct administration of an Irrigation Council. Engineers responsible for the project were C. M. Arnold, F. M. Woods, R. H. Clarke, C. S. Glendenning, G. F. Hilliard, P. M. Sauder, and C. L. Dodge. The general contract for the excavation and construction was awarded to Grant, Smith and Company and McDonnell Limited on 21 June 1920. Earlier, on 16 June, official sod breaking ceremonies took place at Sauder's Camp near Albion Ridge. Premier Charles Stewart and many others were present to see Lieutenant Governor R. G. Brett and the Father of the Project, "Old Man" Pearson, turn the first furrow with a horse-drawn plow. The scheme became partially operational in 1923 and fully operational in 1924. The Lethbridge Herald reported, "To 'Old Man' Pearson is due the credit for initiating the scheme, and to the Lethbridge Board of Trade under the leadership of G. R. Marnoch must be given the credit for the persistence which finally overcame all the hindrances which stood in the way of its realization."



Albion Ridge. (1921) Fogarty's elevated grader at work on Turin Branch Canal. (about stat 266) P1964111744GP





In 1922 attention turned to roads and highways. Cars were becoming more attractive to the consumer, which led to a demand for better roads.

Top right: A typical bridge of the day. P19641117102GP

Centre: The bridge on the road entering Waterton National Park, ca 1925.

Lower left: The Prince of Wales Hotel from a postcard mailed the day the Hotel was opened. It is essentially unchanged today.





## Chapter 7

# THE TWENTIES



Aerial view showing Henderson Lake and area about 1951. Campground cabins on right were constructed in late 1920s. P19752204059GP

Starting about 1913, the Board of Trade shifted its attention from an emphasis on the encouragement of industry to a program of assisting in the development of agriculture of Southern Alberta. The most notable example of this change in policy was the persistence displayed by the Board, under the leadership of G. R. Marnoch, in overcoming all obstacles that interfered with the development of the Lethbridge Northern Irrigation District project as previously described.

The year 1922 started out badly when, at 2:00 a.m. on the morning of 11 February, fire broke out in the Board of Trade building in Galt Gardens. Firefighters fought the blaze for 1 1/2 hours in 20 below zero weather. An overheated boiler was blamed; when it exploded it blew out the south wall and windows in the north side. The interior of the building was gutted and many valuable records and statistical data were destroyed, but the walls and roof remained essentially intact and the building was repaired by midsummer. One thousand dollars insurance was carried on the contents and \$3,000 on the building.

On 2 November 1923, Alberta voted to repeal prohibition. James S. Kirkham and Emil Sick, two

Board members, had worked hard locally to this end. When repeal appeared certain, Sick was instrumental in persuading Kirkham to convert the Kirkham business block into the Garden Hotel.

In the 1920s, the lack of adequate road transportation became a major problem in Alberta. *"The previous fifty years could be called the era of railway development but the fifty years ahead will come to be regarded as the era of the development of road transportation,"* said one observer.

In 1922, a branch of the Canadian Good Roads Association was formed by the Board of Trade with the object of promoting the building of an international roadway from Great Falls to Lethbridge to be known as the Sunshine Trail. The Southern Alberta and British Columbia Tourist Associations continued to do good work. A particular purpose of these organizations was to keep before the governments of the two provinces the necessity for better roads, and especially the improvement of the Trans-Canada Highway (known as the Red Trail). It was the general opinion of the Board that the province of Alberta was not spending as much money on the roads of the Lethbridge area as the amount of taxes and auto license fees would warrant.



By 1924, paving of the Belly River hill across the South Fork west of Lundbreck and through the Frank Slide, had been completed. The Sunshine Trail Association met in Calgary and the Southern Alberta and Southeastern British Columbia Tourist Associations in Fernie. The Board of Trade was agitating for the creation of a local Auto Association. (One had been organized in 1907 but, presumably, had a short life.) About \$25,000 was appropriated for the completion and reconditioning of the Akamina Highway, which ran from Waterton Lakes via Cameron Lake to the B. C. Boundary. Tourism was becoming a valuable regional industry and was up 50 percent over 1923.

In 1927, the Board assisted in the formation of a southern branch of the Alberta Motor Association (AMA) and urged those members with cars to join. By June, Waterton Lakes National Park was under intensive development. The topic of "Roads" was thoroughly discussed at a conference of Southern Alberta Boards of Trade on 28-29 November in Calgary. A Lethbridge delegate urged the continuation of a Dominion grant for highways and the importance of the province completing the surfacing of the main trails in Southern Alberta.

By 1929, the Board was able to report that it had lent its full support to the AMA. The Southern Alberta Branch of AMA now had a city office with a paid secretary. It sponsored daily broadcasts over Radio Station CJOC and newspaper reports on road conditions throughout Southern Alberta. It had marked the highways and trails of the south in addition to putting up directional signs in all the major towns. Marked trails included the southern Trans-Canada, better known as the All-Red or Red Trail (from Medicine Hat through the Crowsnest Pass), the Blue Trail (Calgary-Macleod-Glenwood), the Yellow Trail (Lethbridge-Cardston), and the Sunshine Trail, also known as the Black Trail, at least along the northern portion of its length (Butte-Great Falls-Lethbridge-Vulcan). (Trails of the region were color-coded by painting 12-inch bands on telephone poles along their length. Later they were assigned numbers, as at present.) Main trails were mostly gravelled and some paving had been done. Provincial highway equipment in the region included nine motor power maintainers, and patented snow fencing used to keep main roads open in winter. The Board of Trade had cooperated with Fernie, Coleman, Pincher Creek, Macleod, Cardston, and Waterton Lakes in the compilation and circulation of 20,000 maps and folders advertising the tourist attractions of the region. Henderson Lake Campground and the new Great Northern Hotel at Waterton were only two of the many attractions noted.

Another important activity of the Board of Trade during the 1920s was colonization. The Board had pushed through to completion the LNID

project but now people had to be placed on the farms. Much of this work was done through the Colonization Committee of the Board, for a time under the chairmanship of W. A. Buchanan, publisher of the Lethbridge Herald. Every effort was made and every influence was brought to bear on Dominion and Provincial authorities to concentrate on the problem of increased settlement. The locally elected Board of Trustees, and the provincially-appointed Irrigation Council of L. C. Charlesworth and G. N. Houston of the LNID, campaigned energetically to interest experienced irrigation farmers in the western United States to relocate in Southern Alberta. Settlers were needed also for the 17,000-acre Taber Irrigation scheme, the 54,000-acre South Macleod District, the 25,000-acre United Irrigation District, the 4,520-acre New West Irrigation District, and the 2,625-acre Little Bow Irrigation District.

By 1923, through the efforts of the Board, the Dominion Department of Immigration sent M. D. Mills on an extensive tour of Colorado, Idaho, and Montana to try and interest irrigated farmers in Southern Alberta. Unfortunately, because of the depression, these farmers were burdened by debt and taxes and were in no position to emigrate. Also, the Board talked the Alberta government into sending a delegation to Europe, particularly Switzerland, to try and persuade experienced farmers to come to the newly-irrigated lands of Southern Alberta.

In 1924, many urgent meetings were held between the Board of Trade and various members and officials of the Alberta government. The Board felt that the LNID had the capability to become a community of happy and prosperous people provided the government realized the importance of a progressive development policy. This meant the bringing in of new settlers and the provision of relief in the early stages of irrigation farming. A noted Utah agriculturist Dr. J. A. Widtsoe, with George R. Marnoch, was asked to advise the government and recommended a take-over of the scheme as farmers could not pay the heavy capital costs involved, a more aggressive policy of colonization, and a reduction in the amount of money paid in irrigation rates for those farmers who lived on their farms. The thrust of the Widtsoe Report was reorganization to reduce the charges against the land and to place a share of the burden on the country as a whole.

In January 1926, the Board undertook an ambitious scheme of colonizing under the slogan, "*Settle the South.*" The main outcome was the publication of a booklet on Southern Alberta, to which most communities in the region contributed, entitled "*Prosperity Awaits You in Southwestern Alberta, Canada.*" Ten thousand copies were printed and were widely distributed. By this time, colonization of the LNID was under the charge of an Alberta government official. Farm size had been



reduced from an average of 320 acres to about 160 acres; settlement had doubled over 1925 and only 38,600 acres remained unsold. Gross production from the project in 1926 was about \$1,500,000.

By 1928, the Department of Colonization of the CPR, the Colonist's Service Association, and the Colonization Manager of the LNID were all active. The Board of Trade supported all of these organizations, and as well, watched to see that sufficient immigrant labour was available to provide help to the sugar beet industry.

Another source of concern to the Board of Trade in the 1920s was the general subject of finances and credit. There were hard times and poor crops in the region from 1917-26 and many farmers found themselves hopelessly in debt. Mr. R. J. Dinning, president of the Board in 1922, outlined his thoughts on the subject, as follows: *"A great amount of publicity is being given to various proposals for relieving the financial burdens of the agriculture interests, but serious thinking men who have studied the question from every angle are convinced that any solution found will require to be on the basis of dealing with each case on its merits. The energetic, capable farmer who has continued to properly farm his holdings cannot be expected to shoulder the burdens of the indifferent farmer who has continued for years to ignore the ordinary teachings of soil cultivation. Fortunately, the delusion that prosperity can readily be obtained by legislation is rapidly disappearing. It is particularly essential at this period to guard against hasty and ill considered legislation that may possibly afford temporary relief, but will eventually react very adversely against the inflow of new capital so necessary for the development of our resources."* Several suggestions of the Board were embodied in an act passed during the 1923 sitting of the Legislature respecting Debt Adjustments.

In 1925, the comment was made, *"Finance, which in this new country means largely the lending of money to farmers, labours under handicaps. Legislation passed during and after the war, designed to help the farmer, has hampered collection of debts and impaired securities for loans to such an extent as to injure credit for subsequent borrowing. There is manifest now a manly reaction from this maternal form of legislation. Moreover, those lending money are coming to discriminate more keenly than before among the securities and the men which go to make up the credit of this new country."*

By 1927, the Board was attempting to interest mortgage companies, which for several years past had not been loaning money in the district, into changing their stand. Loans were needed in the city for housing as well as for other purposes, but by 1928, the Board confessed that it had made little headway in the credit and loan situation and

expressed the hope that future prosperity would enable succeeding committees to solve it.

Related in a way to the subject of agricultural credit was the problem of Southeastern Alberta. The Board of Trade began to take a direct interest in the region about 1925 and described it at some length in 1928. During the drought of 1917-26, Southeastern Alberta and Southwestern Saskatchewan suffered severely. From 40 to 50 percent of the population left the region. Many thought the country should never have been opened to the homesteader but rather left in sheep and cattle leases, but the crops of 1928 and 1929 proved that, with rainfall, it was tremendously productive, as had the crops of 1915 and 1916. Yields of 30 to 40 bushels on land worth only \$5 per acre were common. Nevertheless, the Board recognized that Southeastern Alberta would always be a land of extremes and felt that those farmers who remained there should be the ones to work out techniques suitable to the region. The Board urged that a special agricultural agency of the region should be created to delimit the land fit only for grazing and to help work out systems of farming suited to regions of extreme drought. (In 1927, the Canadian government instructed L. B. Thompson and Dr. S. E. Clarke to undertake such a survey and to start development of an experimental station at Manyberries.)

As a result of the heavy crops of 1928-29, southeastern Alberta farmers liquidated much of their indebtedness. Neighbours bought up abandoned farms, increasing their acreages, and farming was conducted on a larger scale. Also, the wider use of power machinery resulted in faster, more timely agricultural operations.

The trend to power machinery during the 1920s was noted by the Board of Trade in its annual reports. Actually, a revolution took place in the farms of the region during the decade. Horse numbers peaked in 1925, then began a decline that has continued to the present. There were few tractors and other power machinery in the Lethbridge area in 1926 but by 1929, there were an estimated 1200 gasoline-powered tractors, 800 combines, 600 swathers, and 600 trucks. The 1929 crop was taken off with very little imported labor, in contrast to the Harvest Excursion trains carrying thousands of men that had characterized the period 1890-1928. The advent of power machinery had the effect of increasing the size of farms, another trend that has continued to the present.

Board members had frequently visited the farms of C. S. Noble, an innovative farmer of the region. He had gone bankrupt in 1923 but started an immediate come-back and was more successful in his second career than in his first. Noble used the best agricultural practices of the day, which in the early 1920s, involved the creation of a dust mulch on



cultivated fields to prevent the rise and loss of soil moisture. Noble quickly realized that soil erosion by wind was an ever-present danger and made considerable use of winter wheat and fall rye to keep a cover on his fields. He watched the activities of the Koole Brothers of Monarch, who were developing methods of strip farming suited to the region and those of Norman Grier of Macleod, who seeded oats on summerfallow in July to control wind erosion. Noble and several neighbouring farmers began experimenting with various types of blade cultivation, activities that resulted in the successful development of the Noble blade in the late 1930s. Shallow cultivation, which left the trash on the surface, began to be practiced. These methods were to save Western Canada's agriculture in the decade ahead. The plow became a thing of the past, except on irrigated farms. All of these developments had an impact on the business life of surrounding communities, including Lethbridge. For example, one eastern company sold 100,000 plowshares annually in the early 1920s; by the end of the decade they did not sell any.

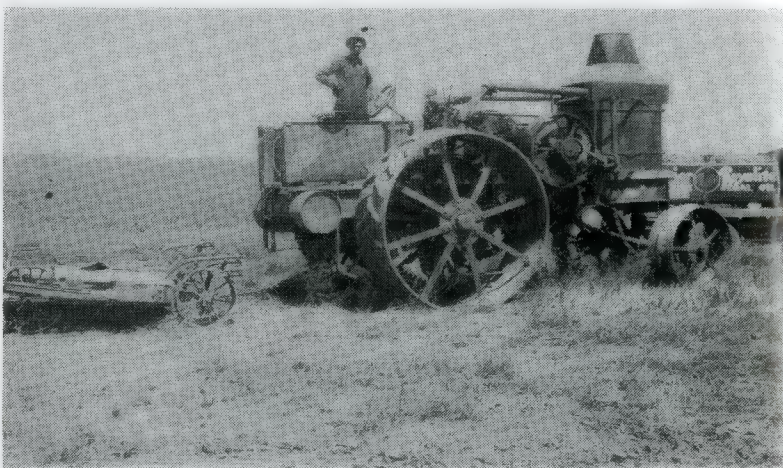
On 18 May 1927, Lethbridge businessmen, through the Board of Trade, committed themselves to the building of a \$250,000 community hotel, later called the Marquis, after Marquis wheat. The need for a first-class hotel with banquet facilities had been obvious since 1912 or earlier and the Board had attempted many times to interest investors. Early in 1927, the Board hired the Hockenbury Systems, Inc., of Harrisburg, Penn. to undertake a study of the feasibility of a new hotel in Lethbridge. This group specialized in the building of community hotels and had erected 129 of them throughout North America. Also, they took charge of the local campaign to raise money. Within five weeks, \$175,000 had been underwritten by local citizens and others in the district. In August, directors of the Lethbridge Community Hotel Ltd. held their first meeting under the chairmanship of Arthur G. Baalim. Mr. E. T. Brown, an architect from Kamloops, presented plans to the directors and suggested that a pseudo-Spanish motif be followed in the design. The Short stop corner, across from the Post Office, was selected as the site. The hotel was to contain 78 bedrooms (an addition brought the total to 90) and a banquet room to seat 250. Construction began in October and it was officially opened the following June by Lt. Gov. William Egbert. The first guests were persons associated with the Alberta Music Festival. On 6 June 1928, the Board of Trade held its noon meeting in the new hotel, a practice it was to continue for many years.



A typical dust storm of the 1930's near Taber Alberta. P19841088W3GP



Wobick plow, a parallel development to the Noble Blade. P19760204078GP



Early oil pull tractor This period marked the beginning of the end for horses as pulling power on farms. P19760204071GP GP



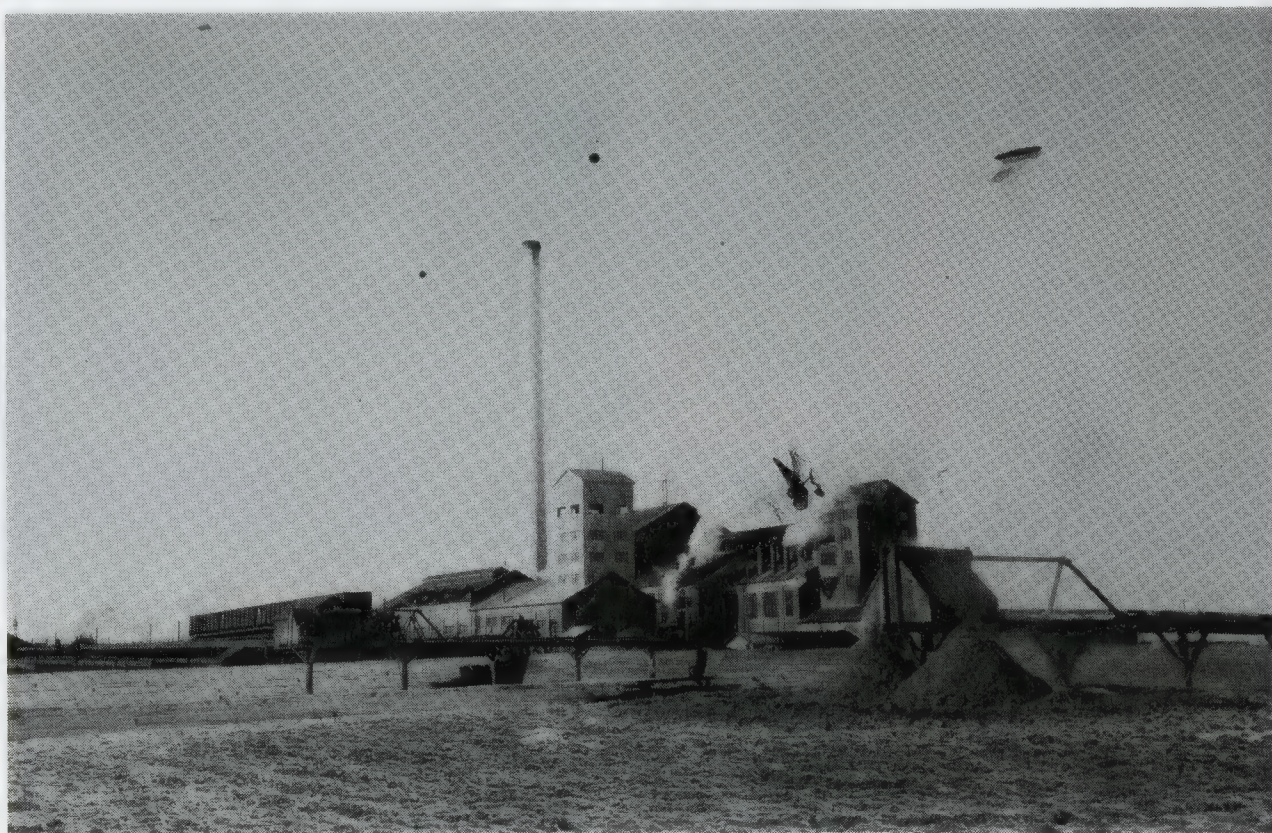
On 1 July 1928, the managerial form of civic government--the Council Manager system--was introduced to Lethbridge. In 1914, because of a \$1.5 million debt and an immediate threat of insolvency, the commission form of civic government had been introduced. It had not been entirely successful, particularly as the city became larger and more complex and the need for a professional manager began to be apparent. Also, the Commissioners tended to become dictatorial and unresponsive. A new city charter called for seven aldermen to be elected to form a council, the mayor to be elected by them from among their number. Robert Barrowman was the first mayor under the new system. The first city manager was J. T. Watson, formerly the power house superintendent. According to Board of Trade reports, the change-over was smooth and a saving of \$4,000 was effected in the first year of the new system.

Also in 1928, Board reports discussed the sugar beet industry in Southern Alberta. Canadian Sugar Factories Limited had erected a beet factory at Raymond and had processed the 1925 crop. About 30 percent of the 1927 crop, because of a shortage of labour and poor harvesting conditions, was frozen in the ground and could not be harvested. In 1928, heavy rains caused ponding with the result that many beets could not be weeded and fields were abandoned. Nevertheless, acreage increased every year largely because of interest by farmers of the

LNID. Also, farmers recognized the benefits of growing beets, including the use of crop rotations, weed control from the hoed crop, use of by-products, greater land values, and the creation of a feeder industry.

There was tremendous interest in corn growing in the 1920s, an interest that was encouraged by the Board of Trade. The Alberta Corn Growers' Association was organized and the Alberta Provincial Corn Show became an annual event. About the middle of the decade, 50,000 acres of corn were grown and this increased to about 70,000 acres in 1928. Board members W. H. Fairfield and H. G. Long were particularly active in the program. Corn was grown as a summerfallow substitute in the 1940s and, in the 1970s, about 30,000 acres of corn were grown for silage.

Coal was of concern to the Board during the decade. The coal mines had their usual quota of strikes, which affected business. (A strike in 1922 lasted five months and one in 1924 lasted nearly seven months.) One result of these strikes was to focus the attention of consumers on natural gas, then being discovered in abundance in Southern Alberta. Users noted that it was cleaner than coal, more convenient, and the supply was a lot more reliable. About the middle of the decade, the Board again worked with the Canadian Coal Publicity Committee to try and ship western coal to Ontario for sale.



Second Raymond sugar factory constructed 1925. The first factory closed in 1915 and the equipment was sent to the U. S. P19740030056GP

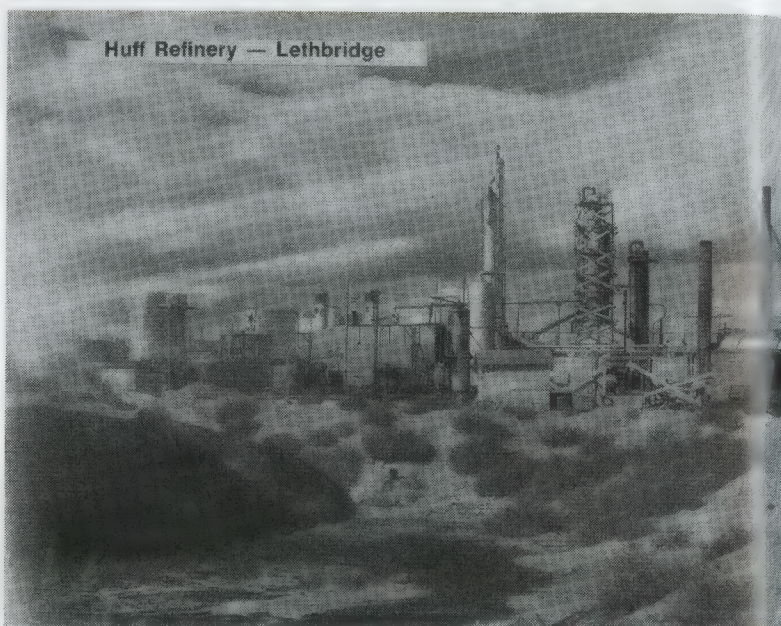


However, Ontario could get cheaper coal from the Pennsylvania fields and little interest was shown in western efforts. Production of coal from the Lethbridge mines reached its peak during the First World War and was about one million tons annually. A decline started in 1919 although, in 1929, production was still 795,855 tons, but the steady decline continued except for a brief period during the Second World War, when production rose to about 500,000 tons annually. The local industry collapsed in 1965 when, as a result of an ill-advised strike, the last mine at Shaughnessy closed down.

Interest in oil and gas came about because of a discovery well about seven miles south of Skiff; it produced 250 barrels per day of a heavy black crude. Imperial Oil got in on the play and drilled ten wells in the region in 1928. Also, there was activity by Imperial and eastern independents in the Cypress Hills structure as well as activity by Canadian Western Natural Gas Company in the Warner-Milk River region. New York capital drilled wells in the Waterton Lakes-Pincher Creek area as did the Mount Royal Oil Company, which was backed by Montana money. All of this aroused tremendous local interest although Board of Trade members were soon suggesting care in the purchase of oil stocks. The Huff Refinery was built in Lethbridge in the early 1930s to refine the heavy oil of the south.

Another phenomenon of the 1920s was the rapid spread of radio communication. Many young men had learned about radio during the First World War as members of the British Navy, the Royal Air Force, and the signal units of the various armies. One of these was John Ender (Jock) Palmer DCM, AFC, a Royal Air Force fighter pilot. In 1926, Palmer started radio station CJOC, first in a shed behind 1235 - 5th Avenue A South, then in the basement of the Hull Block located on the corner of Third Avenue and Seventh Street South. In 1928, CJOC was taken over by Harold R. Carson, a Lethbridge businessman, who moved the studio and transmitter to a penthouse atop the new Marquis Hotel. In April 1949, CJOC moved to its present Third Avenue South location.

By 1929, Lethbridge had made great strides as a distributing and shopping centre. The 1929 Board report stated that the destiny of Lethbridge appeared to be linked with the Pacific coast. It concluded, *"On the whole the city and district were never in a more prosperous position than they are today, and we must go on with prudent development and courage to make the City of Lethbridge worthy of the great and growing community which it now serves."*



Huff Refinery was located on west side of South Mayor Magrath Drive about Sixteenth Avenue. P19841083025GP



CJOC Radio broadcasting studio about 1928. P19851082000GP



## Chapter 8

# THE GREAT DEPRESSION

The 1920s in Lethbridge started off in drought and depression, which lasted through 1922. Crops, and hence business, began to improve in 1923 and culminated in two exceptionally heavy crops in 1928 and 1929. Prices were good. Debts going back to the Great War were paid off and the future looked bright indeed. Then the financial excesses of the period precipitated the Stock Market crash of 24 October 1929 and the beginning of the Great Depression. Later economic studies have tended to show that the depression was neither an ordinary cyclical downturn nor a breakdown of capitalism. Rather, it was said to have been caused by "*horrendous monetary-financial policy mistakes.*"

However, the first meeting of 1930 heard good news, when on 23 January, Premier J. E. Brownlee told Board members that he had successfully negotiated the return of natural resources to Alberta. For many years after the creation of Alberta in 1905, he pointed out, premiers of the province had to counter the argument of the eastern provinces that they had paid the price of surrender to the Hudson's Bay Company, and hence, had acquired a vested interest in the West. As a result, the federal government sold off the resources of the region, giving in return a subsidy, which in 1928 amounted to \$562,000 for Alberta. The first break came in about 1920, during the premiership of Charles Stewart, when the federal government and the eastern provinces announced that if the western provinces were prepared to give up the subsidy and take back the resources that were left, something could be arranged. Manitoba, whose resources had been almost entirely sold by the federal authorities, was not in favour of giving up its subsidy, but Alberta, where considerable resources of land, coal, oil, tar sands, and timber remained, was in favour of the federal proposal. In 1923 an agreement was drawn up whereby the province would receive its resources following three more years of subsidies. This agreement was not effected because, in 1927 the Duncan Commission recommended that much more liberal treatment had to be given the maritime provinces, who also suffered as a result of confederation. The western provinces agreed and pointed out that present financial arrangements were just as unfair to the West. Eventually, as a result of Brownlee's negotiations, a settlement was reached whereby Alberta received the balance of its natural resources, payment of the subsidy of \$562,000 (to be increased to \$1,250,000 when the population exceeded one million people), and the appointment of a commission to decide whether any other sum should be paid to place Alberta in a position of

equality with other provinces. (Manitoba had received a cash payment of \$4,400,000 in this regard and Brownlee felt that Alberta was probably entitled to about \$13,000,000.)

Other favourable news in 1930 included the fact that building permits reached nearly the million dollar mark, the best year since the Great War. Eighty residences were built, temporarily relieving the housing shortage which had so concerned the Board of Trade. The CPR completed an all-rail link through the Crow's Nest Pass to Vancouver by finishing the Kootenay Landing-Procter section. A \$200,000 by-law to extend the municipal power plant was supported by the Board, thus putting the city in a position to handle any industrial needs that might arise in the future. A \$75,000 addition was made to Galt Hospital, making it an efficient 100-bed facility and the Sisters of St. Martha announced the building of the \$300,000 fireproof St. Michael's Hospital in 1931. All of this put Lethbridge in a position to care for the health needs of Southern Alberta. The foundation had been laid for the \$900,000 government elevator, which would facilitate movement of grain both east and west. City finances were in splendid condition, with the sinking fund standing at par. Cooperation with Southern Alberta Boards of Trade was excellent and had involved an extension of the Red Trail, development of a highway to Waterton via Magrath and Cardston, and construction of the Waterton River bridge. Also, maps and other publicity had been issued.

But the favourable record had been accomplished in a year of continued loss and retreat in commodity prices. Harold G. Long commented that, "... 1930 would go down in history as the year of the debacle in wheat, and when it is taken into account that half the wealth produced by the Prairie Provinces came from wheat, it may be reckoned that the fall in wheat prices was the cause of the very serious depression which overtook the west during the year." In 1928 and 1929 when prices were \$1.30-\$1.40 per bushel, returns from wheat to Lethbridge were about \$60 million and \$44 million, respectively. In 1930 when prices dropped to 50-80¢ per bushel, based on Fort William, returns from wheat to Lethbridge were \$20.8 million. Mechanization had proceeded apace in the Lethbridge region with 1,424 combines and 5,000 tractors in use. This had eliminated the need for seasonal labour but gas, oil, and repairs were cost factors to be reckoned with, especially on 50¢ wheat.

The 1930s' depression was characterized by monetary deflation, rather than persistent inflation.



By 1932, consumer prices had dropped about 20 percent from their 1929 levels. This was an actual fall in the cost of things and, as many who experienced the period will remember, those with even modest jobs or who entered the era with dollars, lived fairly comfortably as their money gained constantly in relative value. Unemployment differed with regions, but for Canada as a whole, did not exceed 12 percent until 1932, the third year of the depression, and it dropped below 12 percent again in 1937, 1938, and 1939. Unemployment in Lethbridge, mostly among coal miners, averaged about 1,400 persons annually throughout the decade; the figure included an unknown number of district and regional unemployed.



March of workers protesting economic depression and lack of jobs, and, more specifically, the administration of the Workman's Compensation Board, about 1935. P19871184000XGP

Dry years and low yields of wheat continued through 1937, with 1936 the driest year of the lot. (It was compared with the dry years of 1910, 1914, and 1919 in news reports and, like them, tended to be compounded in damage done by grasshopper outbreaks.) The wheat problem had been added to by the insistence of the Wheat Pools that, since Canada produced some of the highest quality wheat in the world, customers should pay more than world price for it. Few were prepared to do so. In 1935, the reconstituted Canadian Wheat Board, a First World War temporary measure, adopted a more aggressive sales policy, as compared to the previous holding policy, and the wheat situation began to improve. But the creation of new wealth by wheat in the Lethbridge region remained in the order of \$20 million per year or less from 1930-37.

Better wheat crops were obtained in 1938 (the third largest on record) and 1939 (the fourth largest on record). These crops were sold at a floor price of at least 87.5¢ per bushel, a price level that had been

supported by the Board of Trade. A result was that, in 1938, payments on land agreements, taxes, and the purchase of new machinery were the heaviest since the depression began. In 1939, prices firmed even more due to wartime demand although there were problems with railway car allotment. It appeared that a measure of prosperity had returned to the farms of the region.

Nevertheless, the events of the decade had focused the attention of the Board of Trade as never before on the half million acres of irrigated land on Lethbridge's doorstep. In 1931, businessmen and agriculturists met in Lethbridge and formed the Lethbridge and District Development Association to capitalize on the advantages of irrigation, and to attempt to lure more industry to the region.

The sugar beet industry was a great stabilizing force in the Lethbridge region during the decade. The production of new wealth from beets was in the order of \$2 million in 1930 and increased to \$3.5 million in 1939. Circulation of this wealth was largely confined to the Lethbridge area. The acreage of beets contracted was 11,964 in 1930 and increased to 21,463 in 1939; the building of a second sugar factory in Picture Butte in 1935-36 for \$1.5 million contributed to this increase. Yields progressively increased, from about 7 tons per acre in 1930 to about 12 tons per acre in 1939. Part of this increase was due to the wider use of fertilizers but much was due to the Board of Trade's support of the Fifteen Ton Beet Club. As farmers became skilled enough to meet this mark, they were publicly feted at Board luncheons. Beginning about 1934, markets became a problem, because the capacity to produce sugar exceeded the demand. A major problem in marketing was persuading housewives that beet sugar was just as sweet as cane sugar.



Irrigation has been the life blood of the Lethbridge economy since 1900. It is essential to the production of sugar beets and other specialty crops. Here men are carrying shorter hand-move pipe, likely about 20 ft. in length. Later pipe length was extended to 40 ft. P19760203091GP



Another stabilizing influence in the region was food processing and the production of specialty crops. Taber Canning Company established a plant in 1934, and in 1936, canned 120 carloads of corn, peas, and beans. [The company built a plant, known as the Broder Canning Company plant, in Lethbridge in 1941.] O'Loane, Kiely & Company Limited set up a plant in Lethbridge in 1936 to handle peas and beans for seed and processing. Later, they expanded into cereal and forage seeds. George W. Green Company, long involved in alfalfa meal, expanded into the production of breakfast foods and other processed cereals. Ellison Milling of course, had been established in the region for many years and contributed to stability by buying grain locally and manufacturing flour for sale.

During the decade the feeding of cattle and sheep had expanded in the Lethbridge area, partly because younger cattle were being marketed, partly to utilize the alfalfa produced on the irrigated lands, and partly to utilize the by-products of the sugar beet industry. In 1932, Hill and Bates (later W. T. Hill Farms Limited) built a modern plant on the eastern outskirts of the city and established themselves as dealers, feeders, and shippers of livestock. They chose a location opposite the newly-established CPR stockyards, which were re-located from the old site near the Fairgrounds in 1931, at a cost of \$40,000. The Company handled \$400,000 worth of livestock in 1932. Generally, the livestock industry was the victim of tariffs and low prices during the 1930s but improved greatly by 1939. A bacon agreement was signed with the United Kingdom because of the war and guaranteed a floor price of 8-9¢ per pound for hogs. The price of wool firmed, as did the price of cattle, dairy products, and poultry products.

The Board of Trade began to get seriously interested in aviation in the thirties. The first flights in the city were sponsored by the Exhibition Board--itself a creation of the Board of Trade--and consisted of flying exhibits by Eugene Ely in 1911 and Katherine Stinson in 1918. (There were balloon ascents at the local fair even before 1911.) Captain Ernest C. Hoy landed in Lethbridge on 7 August 1919 after a historic flight over the Canadian Rockies from Vancouver. Early in 1920, John E. (Jock) Palmer and Harry Fitzsimmons formed the Lethbridge Aircraft Company and did considerable barnstorming in the region for several years. In June 1922, they attempted an air mail flight to Ottawa but crashed at Minot, North Dakota. In 1925, C. R. Elliott set up Southern Alberta Airlines and hired Jock Palmer as his pilot. The two men selected a site in what was known as the Fairmont Subdivision (now the area generally east of North Mayor Magrath Drive between the railway and 5th Avenue North) for an aerodrome, which soon became known as the Lethbridge Municipal Airport. In 1930, a by-law

authorized the spending of \$20,000, which was used to build a hangar, to provide lighting for the runways, and to fence the property.

One of the first big events at the Municipal Airport was the holding of the National Air Show on 19 September 1930. Sponsored jointly by the City of Lethbridge and the Board of Trade, it brought many of the first commercial aircraft, which were beginning to revolutionize Canadian society to the city. Also at about this time, the Board was working hard to bring air mail service to Lethbridge and to connect up with Great Falls on a north-south air service. The International Air Council was organized in Lethbridge in 1937 at a Board of Trade-sponsored conference attended by representatives from Edmonton, Calgary, Lethbridge, Great Falls, Helena, and Salt Lake City. Purpose of the council was to lobby for north-south air service to Alaska through these inland cities, rather than through Seattle-Vancouver.

Air mail service came to Lethbridge at 10:15 p.m. on 15 January 1931 when famed pilot Herbert Hollick-Kenyon landed his S-14 Fokker monoplane by flood lights at the local airport. He was welcomed by a crowd of 4,000, including Deputy Mayor W. L. McKenzie, City Manager J. T. Watson, and Board of Trade President Arthur G. Baalim. Unfortunately, the air mail service was terminated on 30 March 1932 as an economy move by the government because of the depression.

Trans-Canada Airlines (TCA, later Air Canada) was organized in 1937 but did not begin carrying passengers across the country on a regular basis until 1939. In the meantime, the Lethbridge Municipal Airport had become totally unsuitable for large modern planes. An elevator--the Dominion Government Internal Storage Elevator--had been built on the south side of the airport at a cost of \$900,000 in 1931. There was a water tower on 5th Avenue North; it had been equipped with a revolving beacon for safety in about 1930. Finally, the field measured only 1,900 feet north and south and 3,000 feet east and west.

A new site was selected about three miles south of the city on 730 acres of land owned by the CPR. Again, the Board cooperated with the City in sponsoring money by-laws and, by 1 October 1938, runways had been graded to specifications and a \$150,000 hangar had been built. On that date, TCA inaugurated a new air mail service when a Lockheed aircraft landed at Kenyon Field (named after Herbert Hollick-Kenyon) on a west-bound flight at 3:42 a.m. Kenyon Field was officially opened at ceremonies on 7 June 1939. The Board of Trade was in charge. On the evening of 6 June it was estimated that 8,000 would show up. But on 7 June, 30,000 people gathered to see the show, resulting in the most monumental traffic jam in the history of Lethbridge.





Above and centre: Aeroplane belonging to Harry Fitzsimmons and Jock Palmer, commercial pilots in July 1921. The plane, a war-surplus Curtiss JN4 or "Jenny", was based at an aerodrome located just south of the present Lethbridge Exhibition Grounds. P19760238019GP



Below: The opening of Kenyon Field in 1938 created the most monumental traffic jam in the history of Lethbridge, shown here on what is now Mayor Magrath Drive, then called the 'Airport Road'. P19752311010GP Lower right is the 'new' Control tower at Kenyon Field (1966). P19752290074GP







Trans Canada Airlines plane at Lethbridge. The city's high hopes of becoming the headquarters for TCA were dashed when Calgary was chosen. Lethbridge lost TCA air service with the advent of higher flying planes making the low Crowsnest Pass no longer necessary for the flight west to Vancouver. P19752201462GP



Time Air fleet. Airline developed by Stubb Ross. P19901049019GP

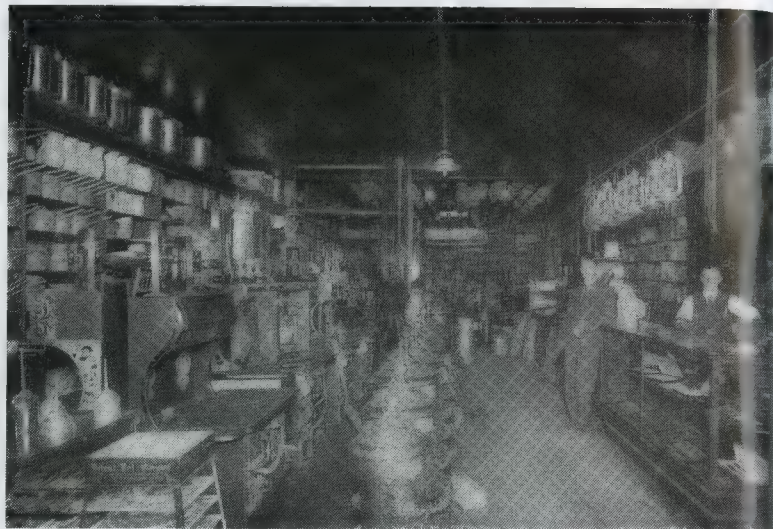


Prophetically, Hawker Hurricane fighting planes, mounting eight machine guns, were demonstrated by members of the Royal Canadian Air Force. Great Falls delegates were present and the Board again took the opportunity to discuss getting Western Air Express (later Western Airlines) to fly north to Lethbridge.

On 3 October 1934, a meeting was held to discuss plans for the 1935 Jubilee celebration of the City of Lethbridge -- actually of the year when it received its name. Mr. J. S. Kirkham, secretary of the Historical Society, said the Teachers' Alliance had volunteered to aid in an educational campaign and musicians of the city had agreed to train a brass band. Honouring the pioneers would be a main purpose of the celebration and Mr. Kirkham mentioned a few, C. A. Magrath, C. F. P. Conybeare, J. D. Higinbotham, Mr. Justice W. A. Galliher, and Sir Frederick Haultain, who would be invited to join the celebration. He proposed that service clubs be asked to sponsor a pageant to depict the history of the city. The 50th anniversary of the naming of the city--15 October--was late in the season and it was proposed to hold the jubilee in connection with the summer fair. But there were objections to this, some saying that it was important enough to stand by itself. In the end, an historical pageant, a stampede, and a day of miscellaneous events were held on 22, 23, and 24 July 1935.

The most important provincial political event of the decade was the election of a Social Credit government, under William Aberhart, in 1935. The Board of Trade took a very dim view of the new government and its actions, and the 1935 report devoted nearly two pages to a condemnation of such things as the Debt Adjustment Act and the Agricultural Stabilization Act. Another full page of the 1936 report was devoted to the subject of "... *the most serious threat to our economic structure ... by the introduction of certain debt legislation of a repudiatory and confiscatory character.*" In 1936, Premier Aberhart made the mistake of publicly criticizing Boards of Trade and Chambers of Commerce and was the subject of a blistering resolution from Lethbridge on 17 August. Its main thrust was in opposition to Social Credit dividends. In September 1937, another resolution said, "*That the Lethbridge Board of Trade is of the opinion that the present government of Alberta does not possess the confidence of the people of Alberta, and that they constitute a menace to the people of Alberta, and should forthwith resign their offices.*" The meeting favoured a provincial meeting of businessmen to map the fight against "*the Aberhart dictatorship*" "*Fascism threatened,*" according to one member, while another stated, "*We're in the hands of anarchists.*" There were still mutterings of discontent as late as 1940 but by that time, Board members had extended to Premier Aberhart their

grudging support, and by the end of the war, they realized that Premier E. C. Manning headed a sound administration and was perceived by the Board to be "... *the protector of the poor and the defender of the privileged against the forces of socialism.*"



Interior view of Taylor Hardware showing coal stoves and coal heaters used in the coal era. P19730111000GP

The coal industry in the Lethbridge region suffered severely during the thirties. The United States put a tariff of 75¢ per ton on coal entering that country from the Lethbridge region. Saskatchewan turned increasingly to her own lignite fields. Also, most of the population of Southwestern Saskatchewan, the traditional Lethbridge market area, was on relief. British Columbia also turned to her own coal fields and classed Alberta coal as foreign. Eastern Canada still imported many millions of dollars worth of coal from the Pennsylvania fields but attempts by the Board of Trade and others to set up a National Fuel Policy and capture this market came to naught. Householders and businessmen turned increasingly to oil and natural gas during the decade, an important factor in the continuing decline of the coal industry. This caused a local delegation of miners to ask the Board of Trade on 15 March 1933: "*Are Lethbridge residents, sitting on a coal mine, justified in burning gas to heat their homes while miners' families are on relief, cannot pay their taxes, and cannot find jobs for the young men who are growing to manhood?*" Additional gloom was cast over the industry and the region on 9 December 1935 when an explosion at Coalhurst killed 16 miners and closed the mine. Galt No. 6 at Hardieville also was closed but Galt No. 8 opened and the Cadillac mine at Shaughnessy expanded to keep production at the same level as before. But, by 1939, the Board pointed out in its report that the coal industry had declined to the point where miners could only work 25 percent of the time and for years depended upon relief for livelihood. Coal



production from the Lethbridge field in 1939 was 329,416 tons, only about 40 percent of what it had been in 1928.

The Board of Trade did not seem to concern itself much during the 1930s with unemployment and relief, or at least such concern was not very evident from its reports. A deliberate attempt was made in Board reports to be positive, optimistic, and upbeat--upbeat to the point of upchuck, it has been said. Yet the reality was something else. And the reality was that unemployment in those days meant that a person could not find any kind of job in any line of work at any rate of pay anywhere.

The Board of Trade first discussed the relief situation on 10 December 1930. By 3 June 1931, there were 1,000 unemployed in Lethbridge and the jobless from surrounding towns were drifting into the city, putting an unfair burden on the Lethbridge taxpayer. A porridge kitchen was suggested as a means of alleviating local misery. The Beet Workers' Union, an affiliate of the Workers' Unity League, attempted to strike for higher rates in May 1936 and the Board passed a resolution stating that any beet worker who refused a contract should be cut off relief forthwith. There were Relief Camps throughout the region. Several such groups were used to build the Belly River-Kennedy Creek Cutoff at Waterton, now the Chief Mountain Highway. Others were used on highway construction (using shovels, rakes, and wheelbarrows instead of conventional machinery) at Nolan's Bridge north of Coaldale, at Warner, and elsewhere. The subject of relief was thoroughly discussed at a meeting on 12 January 1938. It was pointed out that, in 1935, Lethbridge received \$11,750 monthly from senior governments for relief. In 1937 this was cut to \$8,075 per month. The Board of Trade felt that Lethbridge's contribution should be cut by a similar amount. Up to 1936, Lethbridge had paid out in relief costs \$539,000. This was about 50 percent of the total costs, a considerably higher percentage than most cities paid. There had been 1,897 unemployed on relief in 1932, 2,110 in 1933, 2,043 in 1934, 1,988 in 1935, and 1,966 in 1936. Of 14,921 surveyed lots in Lethbridge in 1930, 8,000 were in the hands of the city in 1936 and caveats for tax arrears had been filed against 750 additional properties in 1937.

Actual dollars expended by the City of Lethbridge for relief from 1930-38 were: 1930, \$24,801.22; 1931, \$38,990.90; 1932, \$78,548.24; 1933, \$95,371.74; 1934, \$94,086.60; 1935, \$111,682.87; 1936, \$96,414.97; 1937, \$100,045.04; and 1938, \$88,471.39. Total expended by the city was \$728,412.97; total expended by Dominion and Provincial governments in Lethbridge from 1932-38, inclusive, was \$731,570.04. The population of Lethbridge was about 13,500 during these years.

The 1939 report of the Board of Trade said: *"Incident after incident, and development upon development, both nationally and internationally, made the year 1939 one which is most difficult to describe adequately, and many of the events which occurred must be left to the historian. World conditions were very much unsettled even though it had been hoped that the Munich Agreements of the preceding autumn would form a basis for improved international relations. Only a short period elapsed before that hope was shattered by unjustified military aggression, which caused an almost universal rush for armaments and culminated in war at the beginning of last September."* President C. A. McMillan might have mentioned that great crises that led up to the Second World War--over Abyssinia, Spain, the Rhineland, the Anschluss, Sudetenland, and, finally, Munich.

In summary, the 1930s opened with the Wall Street crash of October 1929 and ended with the invasion of Poland by Germany in September 1939. The era had profound effects on the type of agriculture practiced in Southern Alberta and left invisible scars on everyone who experienced it. Many young farmers and ranchers had a fear of debt instilled in them so thoroughly (a *"Depression psychosis"*, one called it) that, throughout their lives, they never learned to use credit effectively. Yet Alberta did not suffer as much as did neighbouring Saskatchewan. The Alberta economy was a little more diversified and the drought was not quite as severe. Irrigation saved the Lethbridge region from serious depopulation and from additional economic distress. It was almost with a feeling of relief, coupled with dread, that Southern Alberta greeted the coming of World War II.





Left: Original instructors at No. 5 Elementary Flying Training School, Lethbridge, in 1940. Left to right: Joe Patton, Homer Thompson, Jock Palmer, Bill Smith, Ken Piper, Frank Hawthorne, and Fred Lasby. All were transferred to High River in 1942 when No. 8 Bombing and Gunnery School RCAF, a unit of the British Commonwealth Air Training Plan, was established in Lethbridge. P19871162000GP

Right: Immigrants arriving in Lethbridge in 1953. Many people displaced by W.W. II were allowed to enter Canada in the early 1950's. P19752990079GP

Below: Lethbridge City Hall decorated for the coronation of Queen Elizabeth II. P19752205077GP



Right: Development of the north side. Galbraith School, built in 1912, had few houses nearby until following W.W. II. P19752204015GP



Left: The area south of what was called the Canadian Government Elevator during early development years. P19752204037GP



## THE SECOND WORLD WAR AND ITS PROSPEROUS AFTERMATH

Early in 1939, the Board of Trade made representations to Ottawa regarding the establishment of an air training base in Lethbridge. Little was heard by the Board from federal authorities but, on 9 November, A. L. H. Somerville, then with the Department of Transport and later Lethbridge's city manager, was called to a meeting in the Marquis Hotel. There he was told in strictest secrecy of what became the British Commonwealth Air Training Plan. This was a scheme whereby airmen from Britain, Australia, South Africa, Canada, and elsewhere throughout the British Commonwealth would receive their air training in Canada. Canada was selected because it was far enough from the war zone to be secure yet close enough to get reinforcements overseas quickly. Also, the climate was such that many hours of suitable flying and hence, training weather were characteristic. Mr. Somerville was told of these plans because he was involved in the building of air bases, including one at Lethbridge.

After the outbreak of war in September, the Lethbridge Flying Training School Limited, which had been established about February 1939, was asked to provide instructors for training of RCAF recruits. One of these instructors was John E. (Jock) Palmer. The RCAF organized No. 5 Elementary Flying Training School, and it became operational early in 1940 at a cost of \$200,000 for buildings and other facilities. Its civilian Director was Dennis Yorath. In 1941, No. 5 EFTS was transferred to High River. Also in 1940, the British Commonwealth Air Training Plan was announced and building of bases began. In Lethbridge, contracts were let early in 1941 in the amount of \$619,700 for buildings and hangars with construction expected to be finished in June. However, airmen did not move into the new No. 8 Bombing and Gunnery School until 8 October. Opening ceremonies were held on 8 November. At least part of the delay was caused by problems involved in the leasing of land for bombing and gunnery purposes from the Blood Indians. Their 350,000-acre Reserve, still mostly uncultivated, was the only large, relatively uninhabited area locally available for target practice.

On 19 November 1940, the Controller of Civil Aviation and Mr. Somerville interviewed City Manager J. T. Watson relative to the transfer of Kenyon Field to the federal Department of Munitions and Supply. The airport was to remain under federal control until after the end of the war.

In April 1941, President C. A. MacMillan of the Board of Trade received complaints from airmen that they were being fined excessively for liquor

offences on the recommendation of the Lethbridge City Police. MacMillan called a meeting of RCAF Commanding Officers from Lethbridge, Pearce, and Macleod, the Police Commission, the Chief of Police, and Board of Trade executives and the problem was solved. Nevertheless, the issue was sufficiently serious that the RCAF threatened to put Lethbridge out-of-bounds to military personnel if the treatment continued. This was an economic weapon of some consequence and it got immediate results.

No. 8 Bombing and Gunnery School continued to function until 1944.

On 9 January 1945, the Board of Trade discussed the disposition to be made of the buildings of No. 8 Bombing and Gunnery School. Arthur Baalim suggested that immediate action was imperative and he felt that the Board should encourage TCA to use the hangars as a repair and servicing shop for the many new planes soon to be used in trans-continental service. Unfortunately, as the Board learned later, Winnipeg had already been chosen by TCA as the location for this service. Mr. Baalim urged that the city regain control of Kenyon Field and appoint an Airport Manager whose job it would be to maintain contact with airline officials and government offices to promote Lethbridge as an air centre.

The Board did not neglect civilian air service, and by 1941, had persuaded Western Air Express (now Western Airlines) to extend its Los Angeles-Great Falls daily flight to Lethbridge. A Customs and Immigration office was set up at Kenyon Field to accommodate passengers. Thus, Lethbridge had finally obtained the north-south (with Western) and east-west (with TCA) air service for which the Aviation Committee of the Board of Trade had laboured so long.

By 1944, and for a few years thereafter, Lethbridge had 18 TCA flights daily and two by Western Air Lines. One reason for this was the inability of planes of the period to fly very high or to navigate without the aid of radio beacons at frequent intervals. Thus, TCA flights followed the route that led westward to Vancouver essentially via the Crowsnest Pass and other mountain valleys pioneered by Captain Ernest Hoy in 1919. When higher-flying planes and better navigational skills came along in 1948 the Lethbridge route was quickly abandoned.

At its 12 May 1942 meeting, the Board of Trade discussed the new Internment Camp proposed for Lethbridge. Internment camps had a history in Lethbridge because the Exhibition Grounds had





Internment Camp No. 133, Lethbridge, about 1943. P19851099X00GP

been used for this purpose from 30 September 1914 to 7 November 1916 during World War I; Hotson, Leader & Goode, Lethbridge manufacturers, were paid \$1,325.36 to alter the Poultry Building for use by interned persons. World War I internees were mostly people of German or East European background, many of them resident in Canada for long periods of time. When the war hysteria subsided, they were allowed out to work in agriculture.

The Lethbridge World War II Internment Camp, for reasons known only to Ottawa bureaucrats, was originally to have been located at Waterton Lakes National Park. Brigadier F. M. W. Harvey, officer Commanding Military District 13 in Calgary, looked at the Waterton site and found it to be about 30 miles from the nearest railway siding and only a step away from the then neutral United States. After considerable persuasion, Brigadier Harvey was able to convince Ottawa that the site was unsuitable and so the authorities chose Lethbridge.

The Internment Camp at Lethbridge was designed and built to accommodate combatant German prisoners-of-war (PoW). The forerunner of the Lethbridge camp was located at Ozada and was called Lager 133. It was a holding camp of bell tents on the Stoney Indian Reserve near Seebe. This camp held about 10,000 German PoW, who had been captured in North Africa. It was operational from May to December 1942. The Lethbridge camp, also known as Lager 133 or Camp 133, was built in the summer of 1942. In November, although the camp was not yet completed, PoW were moved from Ozada to Lethbridge because prisoners in the former place were poorly housed and poorly clad for the coming winter. By December, it contained 12,000 Other

Ranks and was guarded by four companies of the Veterans' Guard of Canada. It was located in what is now the Industrial section of the City of Lethbridge, north of 5th Avenue North and east of about 28th Street North.

The prisoners were well treated. According to the Geneva Convention, they were entitled to, and received, the same rations as Canadian troops in Canada. Thus, while sugar, jam, butter, and other commodities were rationed during the war, Lethbridge citizens watched with some resentment as many carloads of these products were shipped from the wholesale house into the Internment Camp. After the war, the PoW were cut back to the equivalent of British civilian rations and, hence, lost a lot of the fat they had put on from 1942-45.

By 30 June 1944, local farmers were asking the Board of Trade to intercede with the federal government to allow the PoW to work in haying and harvesting on regional farms without guards. A committee of three (L. E. Fairbairn, R. A. Thrall, and L. B. Knowlton) was asked to contact the appropriate federal authorities and was successful in its task. From that time until the closing of the camp in June 1946, many PoW worked on the farms of the region, both with and without guards, and some returned to Southern Alberta after their release to buy farms of their own.

On 9 January 1945, in connection with a discussion of disposal of the buildings of No. 8 Bombing and Gunnery School, the use to be made of the land and buildings of Internment Camp No. 133 came up. Arthur Baalim urged that the Board set up a committee to investigate fully the possibilities of the camp and to ensure that the city had the first chance at the camp when it closed.



Baalim pointed out that the camp was equipped with water, sewer, power facilities and a CPR spur line to service a population in excess of 12,000. He felt the barracks could be used as low-cost housing to attract industry. As it turned out, the buildings and other facilities were turned over to War Assets (now Crown Assets Disposal Corporation) and disposed of at fire sale prices. Part of the land was turned over to the Lethbridge Research Station for test purposes, and eventually part went to the city as an industrial park.

With the coming of Air Force and Army personnel to the city, business boomed. Later, the Veterans' Guard of Canada Military instructors and administrators brought their wives and families expecting to be stationed in Lethbridge for some time. Building was curtailed. All this caused a major housing shortage to develop and enrollment in schools to rise. Because of large expenditures on government contracts, labour was fully employed and earning power was substantially increased. The danger of inflation through a steadily upward trend of wages and prices was recognized quickly and control exercised by the creation of the Wartime Prices and Trade Board. This was a new experiment and required many adjustments, but by 1941, was operating satisfactorily and had received the full support of businessmen and the purchasing public. Merchants experienced good years except some commodities tended to disappear and others were difficult to obtain. Rationing was instituted to ensure fair distribution of scarce products and to prevent hoarding. Excess profits taxes were introduced by government and a merchant of the time later commented that he had never seen so much money coming in or had kept so little of it.

From 1940-49, retail sales in Lethbridge increased 425 percent, cheques cashed increased 334 percent, population increased 198 percent (to nearly 20,000), and building permits increased by a phenomenal 1,850 percent. The increase in population and building permits particularly, reflected the return to Lethbridge of soldiers, sailors, and airmen, many with young families, and the beginning of the post-war immigration wave that saw many families from war-torn Europe coming to Canada and to southern Alberta. The only fly in the ointment was a post-war inflationary period that saw the rate of inflation reach 13.6 percent in 1948. All of these statistics were reflected in an expansion of businesses, schools, and other facilities needed to take care of the larger population. In a Board of Trade report of the time there is a comment that, *"In Europe, as a result of the war, scarcely 10 percent were better off than before, but in Canada, nearly everyone was better off at the end of the war than at its beginning."* Another Board of Trade report at war's end stated: *"We have not had the establishment of wartime industry, locally, to present serious problems of peace-time adjustment of production*

*and employment. Our natural industries of agriculture and mining are in reasonably good condition and have suffered only a limited inflation. Our secondary industries, designed to fabricate and process our primary products, are in sound financial condition. City finances are as strong as they have ever been."*

Generally, agriculture, with the exception of wheat, remained on a sound footing. A wheat surplus had developed, and in 1941, the government introduced a Wheat Acreage Reduction plan whereby farmers were paid \$4 per acre to summerfallow their land or \$2 per acre to plant coarse grains or hay. All of this tended to increase livestock numbers. Sheep numbers peaked in 1944, then started a decline that has continued to the present. As the war wore on, men enlisted and labour shortages developed. There was gas and tire rationing and farm machinery was hard to get. In general, however, 1940 was the start of a remarkable series of years, lasting to about 1970, when there were few extremes of precipitation or temperature and crops were average or above.

The Second World War diversified agriculture in Southern Alberta and the war years were prosperous ones for farmers. Unlike the Great War of 1914-18, farmers did not emerge from the 1939-45 war in a morass of debt nor was the Second World War followed by drought and depression, as was the First.

Throughout the war, the Dominion Sugar Administrator asked again and again for increased production; at war's end more than 1.0 million bags of sugar were being produced locally on about 30,000 acres. Taber farmers experimented with tobacco, soybeans, broomcorn, peanuts, safflower, and sorghum during the war years.

The Wartime Food Corporation closed the United States border to the movement of Canadian cattle, a move that stockmen accepted during wartime but which enraged them when it continued long afterwards. At a Board of Trade-sponsored banquet in Lethbridge in 1948, 400 angry ranchers confronted the Right Honorable James G. Gardiner, Canada's Minister of Agriculture, and demanded that he remove the embargo. (It meant at least a 10-cent per pound increase in the liveweight price of beef.) Gardiner, and a rather old-fashioned group like him, subscribed to the idea that Britain was our best market for meat. But the war had largely eliminated the old admiration for, and ties to, the British Empire and focused the attention of Albertans on the United States. The cattlemen finally won the day although the border was closed again in 1952 due to an outbreak of foot-and-mouth disease in the Regina area. Strict quarantine and slaughter of affected and exposed animals controlled the outbreak, but, in the meantime, Southern Alberta ranchers overnight suffered a \$50 million depreciation in inventory.



Agriculture underwent a revolution immediately after the war. Insecticides such as DDT had been discovered and were only the first such products of literally hundreds to be sold later. The control of weeds changed completely with the introduction of 2,4-D, the forerunner of about 60 herbicides under hundreds of brand names that are sold today. Fertilizer use became common. Sprinkler irrigation pipes began to replace field ditches and shovels, and have evolved into the wheel-move and pivot irrigation systems of the 1980s. Mechanization of farms, slowed by the war, accelerated and tractors and other farm machinery began to increase in size and efficiency. The sugar beet industry began to use segmented seed, mechanical thinners, and mechanical toppers and loaders, thus lessening its dependence on imported labour. All of this new technology profoundly affected the business community.

In 1942 Japanese families were evacuated by the British Columbia Security Commission from the Pacific Coast into the beet growing areas of southern Alberta under an agreement which provided for safeguards while here, and removal from the area at the cessation of hostilities. The Board of Trade discussed the proposal in March and decided: *"That this Board of Trade register a protest against the bringing in of Japs for farm labour unless under strict supervision, and that all able-bodied men of the Hutterite Colonies along with other Conscientious Objectors be drafted by the Government for farm labour."* Reflecting the social mores of the day, the Board complained vociferously about "Jap" domestics working in the city and reported the matter to the police. But, by late fall, LNID officials commented that, on the whole, Japanese labour had proved to be effective and was expected to do an even better job in 1943. The dispersal of Japanese Canadians from their west coast homes, their humiliation, and the virtual theft of their property has been well documented in several books. Also at the March meeting, the Board mentioned a City Planning Commission and the need for a Packing Plant.

In 1944, the Board of Trade decided that the time had come to move to new quarters. Its office since 1909 had been located in the Board of Trade building in Galt Gardens. Built by the city and first known as the Publicity Building, it functioned also as a bandstand. It finished its life as The Gurney Museum, an assortment of oddities later purchased by a collector in Coutts. The location had become unsatisfactory as the business district had shifted over the years. But even more important, it had become a hangout for those with little to do and this was pointed out by local businessmen when they were asked--and often declined--to contribute to Board projects. The upshot was that the office was moved to the Mezzanine Floor of the Marquis Hotel,

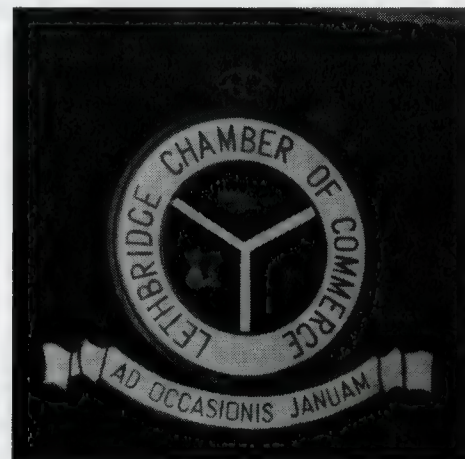
effective 31 July, and James S. Rose, long-time Secretary-Treasurer of the Board, resigned, effective 31 August.

As early as 1920, the possibility of the Board of Trade moving its office into the proposed new Lethbridge Public Library building in Galt Gardens was discussed. In 1951, following the initial move to the Marquis Hotel, the office was moved into more spacious quarters in the Hotel; in 1955, to 113 - 3rd Avenue South; and, in 1961, to 1263 - 3rd Avenue South. The next move was into basement quarters in the Young, Parkyn & McNab building at 1003 - 4th Avenue South and, in September 1975, into the Schwartz Building (old Enerson Motors building) on 4th Avenue South. That building burned down in April 1979 and the Chamber lost many records and much data. The fire was followed by a temporary move to 304 - 9th Street South, then a move into the Canada Trust building (the old Sherlock Block) at 304 - 7th Street South in December 1979. Notice was received in May to vacate these quarters in December 1981. This notice precipitated a Chamber decision to buy its own building and, on 14 July 1981, the H. Wm. Meech building at 529 - 6th Street South was purchased. The Chamber moved its offices to the new location in August 1981.

On 22 October 1947, the Lethbridge Board of Trade changed its name to the Lethbridge Chamber of Commerce. The change had been in the wind for a long time and was mentioned in minutes of the early 1940s. The name, Chamber of Commerce, had come into increased use across Canada, the name of the national body being the Canadian Chamber of Commerce. Edmonton had made the change as early as 1929, Regina and Moose Jaw in 1946, and the Manitoba Associated Boards of Trade had agreed to make the change as soon as 50 percent of its Boards agreed. Further, as far as Lethbridge was concerned, Chamber of Commerce was the only name used in the United States and the city had close ties with Great Falls, Kalispell, and other northern Montana cities. Still another reason was that, in Britain and elsewhere in Europe, Board of Trade was a name given to a government department and anything smacking of government was anathema to many businessmen.

Lethbridge's coal industry was briefly revitalized by the war but mines were only working about 25 percent of the time at its close. In March 1944, the Board of Trade made a last ditch effort to help and submitted a brief on the fuller utilization of coal deposits to a Royal Commission--the Carrol Commission on Coal. It pointed out that the Lethbridge field had a four- to seven-foot-thick seam of coal lying practically flat over about 400 square miles and that about two million tons per square mile could be extracted. The coal was a high volatile "C" bituminous and had been used for 63 years for domestic purposes, and occasionally for





The Board of Trade, later Lethbridge Chamber of Commerce changed its home several times through the years. First the Board of Trade building top centre. P19921083017GP, followed by a move to the mezzanine floor of the Marquis Hotel, middle left. P19851110000GP. Several interim sites followed before the Chamber of Commerce purchased the building it now calls home at 529-6 Street South. An early project of the Chamber was the Tourist Information Hut shown here, bottom left. P19752208050GP. Bottom right is an emblem at a function in the early 1950's. P19752904311GP



steam. At peak times in Lethbridge during World War I, 2,000 men were employed in ten major mines and produced about one million tons annually. At peak times in Lethbridge during World War II, 600 men were employed in four major mines and produced about one-half million tons annually. The Emergency Coal Production Board, as a wartime measure, used federal money to open up small strip mines at Taber, Bow City, and elsewhere, all of doubtful permanent value. In March 1945, Canada's Minister of Munitions and Supply warned of an imminent coal shortage while the mines at Lethbridge worked only two days per week. The brief made a number of constructive suggestions: increase irrigation to make for more farm families and, hence, a greater demand for coal; process coal for extraction of petroleum products (Canada imported 90 percent of her needs in 1944); use powdered coal/oil mixtures as fuel for cars, trucks, and tractors; use coal tar products for road making; and liquify coal to obtain substances to make plastics and other like products. But a major petroleum discovery at Leduc in 1947 set off Alberta's oil boom and sealed, at least temporarily, the fate of the coal industry.

We might conclude this phase of the coal story with the summation that, from 1884 when 3,000 tons were produced, to 1965 when the local industry collapsed, estimated total production from the Lethbridge field was in the order of 40 million tons. This involved production from about 33 drift mines along the Oldman River from Pot Hole Coulee to Diamond City, as well as production from about 14 shafts. Additional drift mines were located around Magrath and there were in excess of 20 mines in the Taber/Barnwell area. There was some corporate maneuvering and reorganizing among companies at Lethbridge. The Galt companies underwent several reorganizations and evolved from the North Western Coal & Navigation Company, Limited, to the Alberta Railway & Coal Company, and finally the Alberta Railway & Irrigation Company. The CPR bought out the AR&I Co. in April 1912. In 1935, Lethbridge Collieries Limited was formed by an amalgamation of North American Collieries at Coalhurst, Cadillac Collieries at Shaughnessy, and CPR Galt Collieries at Lethbridge. Other companies in the field at one time or another were the Chinook Coal Company at Commerce and the Diamond Coal Company at Diamond City. Many other mines were known by the name of the principal operator.

Chamber highlights in the late 1940s included the 1947 Salute to Irrigation; the 1948 opening of the Coutts Highway (the old Sunshine Trail) by Governor General Viscount Alexander of Tunis; the 1949 Diamond Jubilee when the Right Honourable John G. Diefenbaker, Prime Minister of Canada, was guest speaker at the Annual Banquet; the 1949 opening of the Science Service Laboratory, now part

of the Lethbridge Research Station; and the 1949 Trans-Canada Airlines (now Air Canada) 10th birthday party. Ernest R. (Ernie) McFarland was chairman of several of these events, just as he was chairman of the Newfoundland celebration in 1950 and the Salute to Aviation honouring the Honourable C. D. Howe in 1955.



Second from the left is C.D. Howe in Lethbridge for the 1950 Salute to Aviation, July 1955 P19752910681GP

In the early 1950s, the CPR decided to get out of the passenger business and to concentrate on freight. Also, the railroads switched to diesel engines, a fact that contributed to the decline of the coal industry after 1945. Norris R. (Buck) Crump, president of the CPR, who in 1930 had been Machine Shop Foreman in the Lethbridge roundhouse, was the architect of the new policy. In Lethbridge, conventional passenger train service ended in 1954, the last steam locomotive on the Lethbridge-Calgary run being Engine No. 2354, with Engineer W. J. (Bill) Barrett and Fireman Bob Gray. Dayliner service was introduced between Lethbridge-Calgary, Lethbridge-Medicine Hat and (for a while) Lethbridge-Coutts in 1955. Beginning about 1960, patronage started to fall off and, by 1971, when the service was finally cancelled, there were many occasions when the Dayliner did not carry a single revenue passenger.

Television was a phenomenon of the 1950's, just as radio had been a phenomenon in the 1920's. The first television station in Lethbridge was CJLH-TV, owned jointly by CJOC radio and the Lethbridge Herald and opened in November 1955. It became CJOC-TV in July 1971 and CFAC-TV in February 1979. CFCN-TV opened a Lethbridge television station in September 1968. Canadian Broadcasting Corporation (CBC) repeater television stations CBRT, Calgary, and CBXFT, Edmonton, began broadcasting to Lethbridge in September 1976. In 1982, Lethbridge CableNet Limited provided to its



subscribers via cable four channels from Spokane, four locally-transmitted channels, a news channel, and a community channel.

The Water Conservation Committee of the Board of Trade was particularly active during the late 1930s, 1940s, and 1950s. The Board had been interested in water conservation for many years and, even before World War I, had sponsored a survey of the region to locate additional irrigable lands. Land survey revealed that about 400,000 acres of land, stretching from Lethbridge to Medicine Hat on the south side of the Belly (later Oldman) and South Saskatchewan Rivers could be irrigated. Crews did not work long enough at the time to locate the irrigation storage reservoirs that would be necessary. In 1922, there was a flurry of excitement when serious proposals were made to put a dam across the Narrows of Waterton Lake and thus raise the level of the lake a few feet. It was proposed by the Macleod Board of Trade but was enthusiastically adopted by Lethbridge and other Boards of Trade of the region. The dam would have flooded out the townsite, then supporting only a few cottages, and forever destroyed the unique scenic beauty of the place. Pincher Creek, presumably with an eye on tourist potential, finally stopped the scheme. In 1951, Lethbridge Chamber of Commerce member D. G. Oland again proposed a dam on the Waterton River to raise the level of Waterton Lakes a few feet and thus provide a reservoir for irrigation water. Surveys by Prairie Farm Rehabilitation Administration (PFRA) engineers in 1938-39 did locate the necessary reservoirs, the main one being on the St. Mary River near Spring Coulee.

On 4 October 1939, the Board of Trade called a meeting to discuss water conservation. PFRA officials told the 200 persons present that the irrigation of 390,000 acres in southeastern and south-central Alberta was entirely feasible and that the key to the scheme was the building of a major dam on the St. Mary River to impound 250,000 acre-feet of water. The South Alberta Water Conservation Council was formed and the following resolution was passed: *"Therefore, be it resolved, that this organization do petition the federal and provincial authorities to proceed as quickly as possible with a comprehensive and complete program of conservation, storage and distribution of the water resources of Southern and Western Alberta through the organization of the PFRA to the end that the most complete advantage of this resource may be extended as rapidly as possible to every available section of Southern Alberta."* Cost of the Lethbridge Southeastern Irrigation Project was

estimated as being in the order of \$12 million to \$15 million, about \$3.5 million of which would be used to build the St. Mary River dam.

In January 1941, John Blackmore MP called for an early start on the Lethbridge Southeastern Irrigation scheme. He visualized dams on the St. Mary and Milk Rivers and an enlargement of Chin Reservoir. On 17 February, an Order-in-Council was passed by the Dominion Government constituting a committee to be known as the St. Mary and Milk Rivers Water Development Committee. It consisted of Victor Meek, Controller, Dominion Water and Power Bureau; George Spence, Director of PFRA; W. E. Hunter, Accounts Branch, Department of Finance; and Alberta government appointees, Hon. N. E. Tanner, Minister of Lands and Mines, Hon. D. P. McMullen, Minister of Agriculture, and P. M. Sauder, Director of Water Resources. The committee, called the Meek Committee, was to make a complete survey of engineering, agriculture, economics, and colonization aspects of the scheme and to report to the Governor-in-Council within a year. The committee, which was thought by the Board to be sympathetic, sponsored much test work at the St. Mary River dam site and gathered other information.

The report of the committee recommended the construction and completion of the St. Mary's Project as a post-war development. As a first step, it recommended that the Province and Dominion agree to share the cost. Cost was estimated at \$15 million over 14 years; cost to the Dominion Government for construction of main reservoirs and canals would be about \$7 million and cost to the Province for water distribution, land preparation, maintenance, colonization, and other services would be about \$8 million.

By 1944, top priority had been given to the proposed St. Mary River dam and Southeastern Irrigation project as post-war undertakings and serious negotiations were underway between Ottawa and Edmonton re agreements on construction, maintenance, and operation of the project. Engineering of the St. Mary River Dam, proposed to be one of the largest earth fill dams in the world, was well advanced and a start was expected on the Jensen (Pot Hole) Reservoir in 1945. In 1946, related developments in irrigation saw the organization at a Board of Trade meeting in Lethbridge of the Western Canada Reclamation Association, to promote the best use of the water resources of Western Canada, and the turning over of the old AR&I scheme by the CPR to the Province of Alberta.





Construction of the St. Mary River Dam, 3 October 1948. This dam was the key to the St. Mary River Irrigation District scheme. P19911057350GP

In 1951, the St. Mary River Dam was opened by the Right Honourable James G. Gardiner, Minister of Agriculture, Ottawa. This completed the most important phase of the 350,000-acre irrigation project which, by this time, was known as the St. Mary River Development (SMRD) project, now the St. Mary River Irrigation District (SMRID). Elsewhere, work had proceeded apace on canal construction, land levelling, and all the other activities that went to make an irrigation project. The opening was organized by the Southern Alberta Water Conservation Council, itself a creature of the Lethbridge Chamber of Commerce. John Fisher, famed CBC commentator, was present and was instrumental in getting Lethbridge and area a great deal of favourable publicity.

Lethbridge entered the Second World War in a depressed state but at its end the city and region

were in sound financial condition. The predicted depression failed to materialize. Post-war expansion began in 1944 when it became obvious that the end of the war in Europe was in sight. Housing had to be provided for returning veterans and for the wave of displaced persons soon to descend upon Canada and southern Alberta. As a result of wartime military activity, the city acquired hangars and other buildings at Kenyon Field and expected to acquire a considerable acreage of serviced land on the northeastern outskirts, occupied from 1942-46 by an Internment Camp. The Board of Trade was sure that both would attract industry and thus provide jobs for the increasing population. A major post-war project was the development of the St. Mary River Irrigation District, which was expected to transform about 350,000 acres in the region. The first phase of this project, the St. Mary River Dam near Spring Coulee, was completed in 1951.





Two aerial views of South Lethbridge showing some of the post-war development. Above, one can see the dirt trail which became Mayor Magrath Drive in later years. P19752204050GP. Below is the area north and east of Mountain View Cemetery. The concrete paths of Gyro Park, formerly Victoria Park can be clearly seen south and east of St. Michael's Hospital in the center of the photo. P19752204053GP







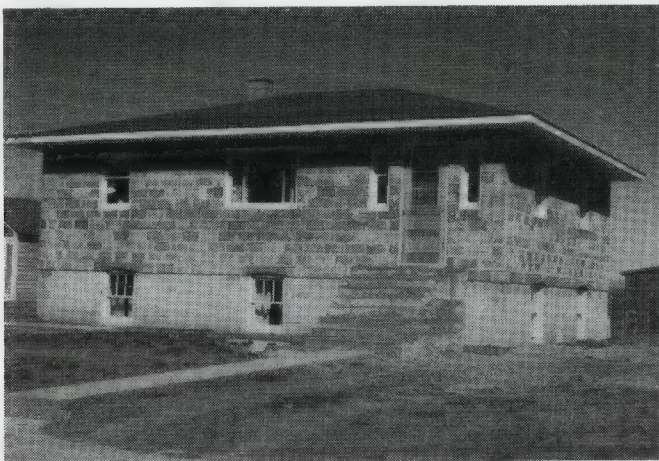
The University of Lethbridge, 1981. The C.P. Rail High Level Bridge, which inspired Arthur Erickson in his design of the University, is in the background. The Sixth Avenue Bridge and Whoop-Up Drive, a vital link between East and West Lethbridge, is in the middle distance. P1985110XXXXXGP



## Chapter 10

# THE UNIVERSITY OF LETHBRIDGE

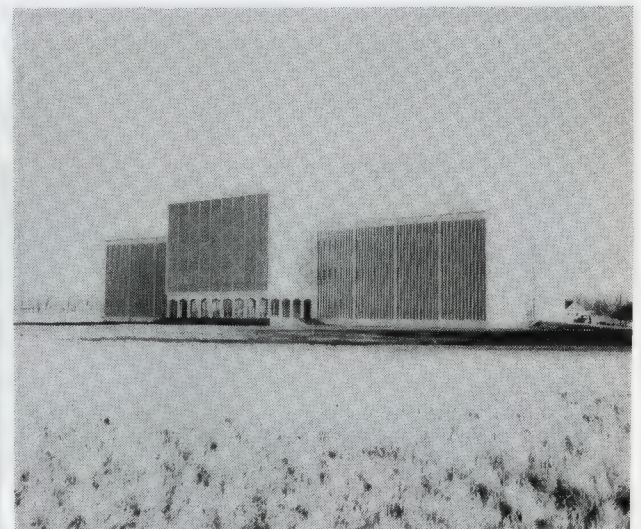
In the ten years from 1951-61, the population of Lethbridge increased from about 23,000 to 35,000 but from 1962-68, only another 2,500 were added to the total. Two packing plants, a long-term project of the Chamber, were established on the eastern outskirts in 1961 and many other industries designed to process the agricultural products of the region, began to come into the city at the same time. One highly successful business was founded by J. A. Jarvie on the ruins of coal mining--a cinder block and tile plant that used the slag from the worked-out Galt No. 3 coal mine as its raw material. But, consciously or unconsciously, the industry picked by the Chamber and the city for special attention was an unusual one--the brains industry.



A cinder block house. P19752204007GP

It started in the immediate post-war period with an expansion of the Lethbridge Experimental Station, the founding of the Science Service Laboratories, and the creation of the Livestock Insects Laboratory. Eventually, all of these were combined into the Lethbridge Research Station which in 1982 employed about 80 research scientists and 250 support staff. The Veterinary Research Station, now the Animal Diseases Research Institute (Western), also expanded and in 1982 employed about 10 research scientists and 46 support staff. In the mid-1950s, there was some attempt made to secure the Western Veterinary College for Lethbridge but it went to Saskatoon. Around the same time, the Chamber lobbied to secure a Veterinary Diagnostic Laboratory for the city. This laboratory did establish here and opened its doors in August 1965; it employed two veterinarians and about 10 support staff. Regional specialists with Alberta Agriculture began to be based in Lethbridge, making the city an important hub for the dissemination of agricultural technology for the region. With the expansion of the city in the immediate post-war period, there was a great influx of teachers, doctors, dentists, lawyers, and other professionals.

As early as July 1907, the Board of Trade began to press for an Agricultural College to be established in Lethbridge, and under various names, i.e., School of Agriculture, Irrigation College, it continued to lobby for such an institution for the next 40 years.



This aerial view shows the Lethbridge Junior College and the ATCO Ltd, temporary buildings rented to house the initial stages of the University of Lethbridge, June 1967. P19752210300GP The photo at right shows the science building, which was initially intended as the start of the University of Lethbridge. P19752210318GP



In 1950, the Chamber of Commerce set up a subcommittee of its Education Committee under L. H. Bussard, Assistant Superintendent of Schools, to identify the educational needs of Southern Alberta. Results of a widely circulated questionnaire indicated that there was a need for a Junior or Community College to provide training in agriculture, business, technical skills, home economics, and liberal arts. In the meantime, Gilbert C. Paterson, a local lawyer and secretary of the School Board, had interested himself in the Junior College concept. Mr. Paterson seized every opportunity to enlist support for, and to generate interest in, the idea of such a college for Lethbridge. His confidants, among them Mrs. Kate Andrews, Mrs. E. J. Kipp, A. J. Cullen, R. A. Kimmitt, E. C. Millar, T. C. Segsworth, and Mr. Bussard also were prevailed upon to obtain all possible support. Paterson involved his colleagues on the School Board, secured the support of the Alberta School Trustees Association and arranged for a survey of Lethbridge's needs by a leading authority on Junior Colleges. Useful contacts were made and maintained with the Provincial Department of Education and with educators at the University of Alberta. In all of this, Paterson was supported by the Lethbridge Herald and the Chamber of Commerce.

The survey mentioned above was conducted by Dr. S. V. Martorana, Assistant Professor of Education, Washington State College. His report was submitted in 1951 and documented the need for a Junior College in Lethbridge. The result was that a Junior College, the first such college in Alberta, was opened in September 1957. For its first five years, the Junior College was housed in a section of the Lethbridge Collegiate Institute and taught both vocational programs and first-year university courses. Mr. W. J. Cousins was Dean. Serious planning for a separate campus began in 1959 and funds for a Junior College Building became available in 1960. By the summer of 1962, the new Kate Andrews Building was ready for occupancy and the institution (now the Lethbridge Community College) moved to its new campus on the southern outskirts of the city.

In 1963, the Chamber of Commerce decided that a priority activity for the coming year would be to publicize the Junior College, to study how full degree-granting courses might be given, and to determine how such a program could be implemented. On 5 May, A. C. Anderson indicated to the Chamber that he thought it likely a third university would be established in the province in the next seven or eight years and that it would be logical to locate it at Lethbridge. The Education Committee was asked to study the factors involved and to bring in a report.

By April 1964, L. B. Watkinson reported to the Chamber that there was urgent need for a university in Lethbridge and advocated a crash program to get

it. There was some consultation between the Chamber of Commerce and Board of the Junior College during the summer and, by November, the establishment of a full degree-granting university in Lethbridge was being discussed by the City of Lethbridge, the Chamber of Commerce, and the Trades and Labor Council. On 18 November, the Chamber passed a resolution calling on the Government of Alberta to appoint a provisional Board of Governors for "*The University of Alberta in Lethbridge*." On 11 December, the three groups presented a lengthy joint brief to the provincial Cabinet and to the Board of Governors of the University of Alberta. Among those prominently involved by this time were Cleo W. Mowers, publisher of the Lethbridge Herald; D. S. O'Connell, General Manager of the Chamber of Commerce; Dr. Van E. Christou, Chamber of Commerce; W. F. Scheurkogel, president of the Lethbridge and District Labor Council; Dr. Neil D. Holmes, Research Station; and C. B. Johnson, principal of the Lethbridge Junior College.

On 3 May 1965, City Council appointed a Civic Committee for a Lethbridge University under the chairmanship of A. C. Anderson. This committee met with Dr. Hu Harries, then Dean of Commerce at the University of Alberta, and arranged for a feasibility study. The Hu Harries Report was received in September and submitted to Cabinet and the Board of Governors of the University of Alberta in February 1966. The need for a university in Lethbridge was clearly shown.

Those already familiar with the development of the Junior College will see similarities in the evolution of the University of Lethbridge. First, there was a careful building of a broadly-based consensus of the need for a university, then lobbying of the Provincial Government, then a feasibility study by outside experts, more lobbying, reconciliation of diverse interests, and, finally, approval and construction of the facility.

The University of Lethbridge became a reality on 1 January 1967. By September, it had 742 students, 638 of them full-time, and employed 195 persons, including 145 full-time faculty and staff. It was located in the Science Building on the Junior College campus and utilized a number of temporary buildings rented from ATCO Ltd., Calgary, for offices.

The location was looked upon as temporary, particularly by the university community. Others saw the justification of this point of view--sharing a campus with the Junior College would prevent the university from acquiring a separate identity or from developing a distinctive campus of its own. The Chamber of Commerce was one of the university's most important public supporters. Allied with the Chamber were the Downtown Businessmen's



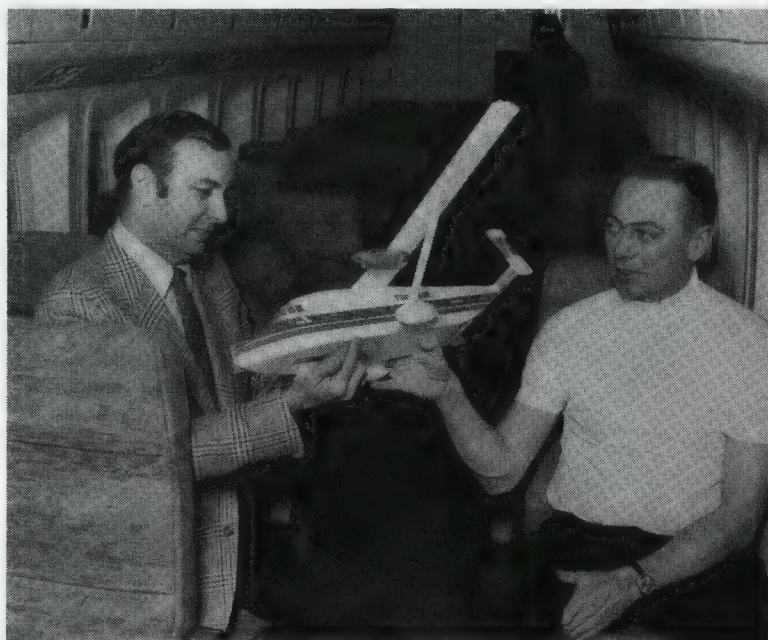
Association, the Lethbridge Herald, City Council (with its usual vacillations in response to changing public pressures), the specialists of the Oldman River Regional Planning Commission, and the architectural firm of Erickson-Massey Limited. A recommendation regarding a new site was approved by the University's Board of Governors.

The only site ever really considered was the West Lethbridge site. Town planners had considered expansion of the city in that direction when formulating their General Plan of 1960. On 28 February 1962, T. R. Haig reported to the Chamber of Commerce on the desirability of expansion to West Lethbridge. He suggested there was a need to study the soils of the area, determine the extent of former mine workings, and obtain reports on the geologic structure. In December 1963, a detailed brief on the development of West Lethbridge was prepared by the Chamber. However, when the proposed location of the university was announced, considerable local opposition surfaced. It included the North Lethbridge Businessmen's Association, a real estate lobby calling itself the Lethbridge Taxpayers' Association, and various others. The city was not represented in Cabinet during those years so Premier Ernest Manning and his cohorts were not well informed as to the situation in the South.

The issue was not just the location of the university but also the direction of future development in Lethbridge as it was generally recognized that the university would stimulate development wherever it was located. Objections at the time were the comparative isolation of West Lethbridge and the supposed instability of the coulee slopes, where the new buildings were to be erected. But, by 1968, all objections were overcome and the West Lethbridge site was chosen. On 1 January 1970, the City annexed 8 1/2 square miles of land in West Lethbridge, thus increasing the size of the city by about 60 percent. Land acquisition was carried on skillfully in secret and speculation was kept to a minimum. The relative isolation of West Lethbridge ended in February 1975 with the opening of the Sixth Avenue Bridge. In 1982, the Campus in the Coulees was an important local landmark with an enrollment of about 2,400 students and West Lethbridge was a vibrant community of 8,886. The early bitterness associated with its development was largely forgotten.

In 1954, Western Airlines (WA) announced that it wanted to bypass Lethbridge and to begin landing at Calgary instead. About the same time, TCA (later Air Canada) announced that it intended to introduce the new Viscount aircraft to its east-west Prairie Run, that the runways in Lethbridge had deteriorated and were too short to accommodate the larger aircraft, and, hence, that it intended temporarily to cancel the Lethbridge service. These were ominous signs to the Lethbridge Chamber of

Commerce Aviation Committee, which had labored long and hard to get the 18 daily flights by TCA and two by WA in the years after 1944. In 1955, the Chamber sponsored an appreciation day for the Hon. C. D. Howe, Minister of Transport, because members felt he could influence the government to rebuild the runways and to maintain a high level of air service. By 1960, although the runways had been upgraded in 1958, TCA no longer pretended to be interested in Lethbridge, and instead prepared to abandon the Prairie Run and to get out of the market. Also, TCA began to perfect the techniques of devising awkward timetables, reducing service on north-south flights, transferring personnel, and cancelling flights to the point that, on 8 June 1970, Lethbridge commuters were glad to see the last of Air Canada.



Time Air founder Stubb Ross, right, with Alex Roberts of Shorts aircraft. Ross is holding a model of a "Short" plane. P19841083045GP

By 1961, it was obvious to the Chamber of Commerce that even poorer service was in store. Chamber representatives interviewed the Minister of Transport and the Postmaster General and presented a brief to the Air Transport Board in Regina, all in an effort to obtain improved air services. Later in the year, meetings were arranged by the Aviation Committee of the Chamber with representatives of Transair Limited, Pacific Western Airlines (PWA), Northwest Industries Limited, Canadian Pacific Airlines, and Air Canada. Not one of them was interested in providing improved air services in and out of Lethbridge although PWA and Canadian Pacific Airlines, particularly, had been courted assiduously by the Chamber for several years.

Fortunately for the city, some years earlier W. R. (Stubb) Ross, scion of a prominent ranching family, had founded a small charter aircraft company called Lethbridge Air Services Limited. In



1966, since it was obvious that Air Canada had given up on the Lethbridge market, Ross began making daily flights to Calgary with a small, eight-passenger Cessna. Financing expansion of the airline soon became a problem, particularly with the one-year license allowed by the Department of Transport. On 14 April 1967, the Chamber supported Ross in his successful bid for a five-year license. (The Chamber began to agitate for a new terminal building at the airport about this time also; a new building was finally obtained in 1980.) As time went on, Lethbridge Air Services Limited became Time Airways Limited, then Time Air. By the 1980s, the company had become a significant regional carrier, and according to its advertising, sponsored 50 flights daily throughout southern and north-central Alberta. The company had worked hard to improve service and had attracted a high volume of users. This success was the reason that PWA, in 1980, began to look enviously at the Lethbridge market, particularly at the Lethbridge-Calgary route and the potentially profitable Lethbridge-Vancouver route.

The Chamber of Commerce in the 1980s tended to support PWA in its bid to enter the Lethbridge market and, hence, was seen by Lethbridge people to be anti-Time Air/pro-PWA. This did not sit well with those who remembered the shabby way Lethbridge had been treated by major airlines in the past. The Chamber claimed that its position was badly misrepresented, particularly by the media, and that it was not opposed to the locally-owned, highly-successful Time Air. But Stubb Ross saw fit to give up his membership in the Chamber, 1978-79 President-elect T. Rex Little chose not to serve, and Board of Directors member R. A. Fimrite wrote a blistering letter to the editor of the Lethbridge Herald indicating his displeasure at the Chamber stand.

In the 1950s and early 1960s, the Chamber became increasingly concerned over such matters as customer satisfaction and convenience--downtown parking, night shopping, improved services to rural shoppers, and various other problems. In 1952 the Chamber cooperated with service clubs and city authorities and erected informative signs at the entrances to the city. In 1954, a committee was established to study downtown parking, particularly off-street parking, and lots were purchased by the city for this purpose. In 1955, the Chamber arranged for brackets to be placed on downtown light poles and for flags to be flown from them on special occasions. In 1981, 40 out of 55 such flags were stolen by vandals and the future of the program was in doubt. In 1958, public meetings were held to discuss the installation of parking meters in downtown Lethbridge. Eventually, a Downtown Parking Bureau was formed by the Chamber and grew into the Downtown Parking Association. This organization became involved in the construction of

the Downtown Parkade and in the installation of meters. In 1958, the Retail Committee sponsored a mammoth street dance to publicize the slogan, "*In Lethbridge Parking is Plentiful and Shopping is a Pleasure.*" In 1959, a plebiscite was held and night shopping was turned down by the voters. But, eventually, an unsatisfactory system evolved whereby some stores were open on Thursday nights, some on Friday nights, some on both, and some on neither.

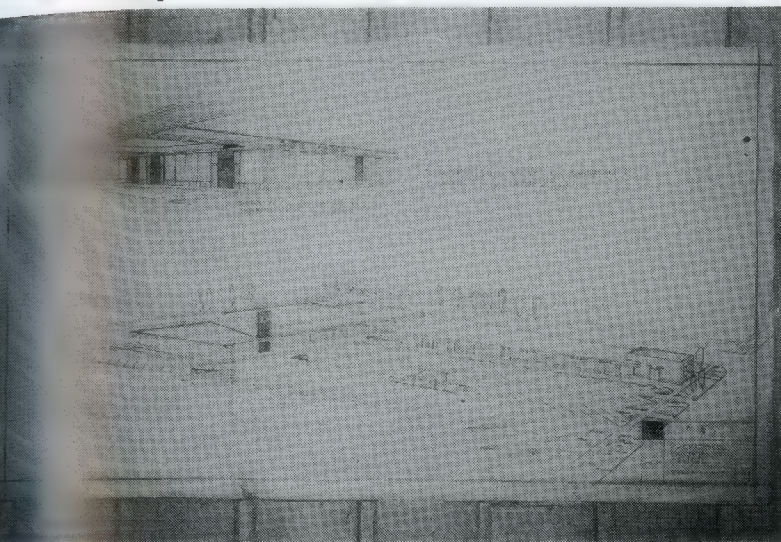
In 1959, the Chamber of Commerce organized the South West Alberta Development Association. This group, particularly while it was under the chairmanship of F. S. Weatherup, became very active in lobbying for industrial development of all of Southern Alberta, for on-stream storage of irrigation water, for a comprehensive survey of the South Saskatchewan-Nelson Rivers basin (to enable the Prairie Provinces more fully to develop their water resources), for the export of natural gas, and for the coal mines to be kept "... in an operative posture because coal would once again come into its own". One of the important proposals of the Association was that a dam be constructed across the Livingstone Gap, north of Lundbreck, to store water for irrigation and for domestic and industrial purposes. In February 1961, Cleo Mowers met with the Hon. Alvin Hamilton, Minister of Agriculture in the Diefenbaker government, to press for the Livingstone Gap scheme. Other Chamber members exerted their influence in this regard. Eventually, an engineering study by George Underhill showed that the underlying geological structure was unstable and the idea was abandoned.

Much earlier, the old Board of Trade had campaigned vigorously for the providing of on-stream storage, including sites on the St. Mary and Waterton Rivers. In the 1980s, the modern Chamber was as much in favour of on-stream storage as its predecessor had been in the years following 1892. But, presumably in deference to vocal environmentalists of various sorts, its response was quietly to submit a brief to the relevant minister rather than to resort to the local agitation, widespread use of personal contacts, active lobbying of government, sponsoring of conferences, and general hell-raising that characterized its earlier years.

On 6 September 1966, briefs were presented to the Provincial Cabinet, then in session at the Yates Memorial Centre in Lethbridge. These briefs indicated something of the activities of the Chamber at the time and were: C. W. Mowers gave a general presentation on the economy of Southern Alberta and plans for the future; Dr. V. E. Christou presented a brief on the University of Lethbridge; F. M. Pritchard discussed the need for an area auditorium and cultural facility; Dr. D. G. McPherson outlined the need for a psychiatric unit in the city; B. L. Rudd spoke on the need for an area economic survey; Lloyd Gilhart discussed the need



for increased tourist promotion; A. J. L. Fisher spoke on the need for highway improvement and outlined specific problem areas; T. Rex Little presented a brief on taxation of property by zoning rather than by use; and A. E. Palmer discussed irrigated agriculture and the need for provincial help in the improvement of existing systems.



Lethbridge's first shopping centre Shopper's World. P19752201046GP

In 1967, construction of the College Shopping Mall was started with Woolco as a major tenant and others moving in in 1968. This was the first suburban shopping mall in Lethbridge. (In 1951, Arthur L. (Art) Batty had built a food store at what is now the Sandman Inn location. By 1956, it had evolved into a 16-store complex called Shopper's World, the first one-stop shopping centre in Southern Alberta. When Mr. Batty persuaded Holiday Inns to build on the site in 1972, it became Holiday Village, then, Lethbridge Inn Plaza in 1979, and is now the Sandman Inn Plaza. Development of College Mall was fought tooth-and-nail by downtown businessmen, one of whom claimed that it would stop downtown development for 25 years. These businessmen had enjoyed unprecedented prosperity since 1945; Lethbridge grew rapidly while they continued to do business from the same old pre-war stands. They rightly perceived the shopping mall development to be a threat to what had become a very comfortable existence. Also, they pointed to Great Falls where uncontrolled shopping mall development in the suburbs had destroyed the downtown core. Nevertheless, College Mall was allowed to proceed and was an immediate success even though downtown pedestrian traffic dropped by 19 percent overnight. Because the College Mall development had been permitted, other companies became interested. Marathon Realty, CP Rail's real estate arm, developed Centre Village Mall with Simpson Sears as its major tenant. Still other shopping malls were built with Loblaws, Zellers, and Safeway as major tenants. A kind of balance was

restored to the downtown area with the development of West Lethbridge in the early 1970s and, particularly, the development of Lethbridge Centre shopping complex in 1975.

In 1968, the Chamber of Commerce severed all connections with the Tourist and Convention Bureau, now the Travel and Convention Association of Southern Alberta, feeling that the time had come for it to operate as a separate organization. The Board of Trade had become interested in tourism at least as early as 1911 and, by the 1920s, had set up a Highways Committee whose job it was to lobby for road development and improvement and to assume responsibility for tourism. The latter involved looking out for the interests of tourists, keeping a record of the number of visitors, and noting their points of origin. During those years, also, the Board of Trade was responsible for establishing in Lethbridge a Southern Branch of the Alberta Motor Association. By the 1930s, a Tourist Committee had been appointed and an early accomplishment was the establishment of a Tourist Information Hut at the corner of 4th Avenue and 11th Street South. The Junior Chamber of Commerce, which was organized with the approval of the Board of Trade in March 1945, took over summer operation of the Tourist Information Hut, and began to identify and erect markers on local historic sites. Mr. R. Cleve Hill was mainly responsible for the latter. Early in 1960, the tourist interests of the Chamber of Commerce were re-organized as the Tourist and Convention Bureau, a Bureau differing from a committee in that the former had its own administrative structure. In 1963, the Bureau hired Kurt M. Steiner as its first salaried Director of Tourism. Steiner, an irascible individual with a propensity to threaten to resign, finally did resign in July 1965 and Bruce G. Barrow was selected to replace him for a few weeks. In August, Peter Wall became Director of the Bureau. Wall is chiefly remembered as the person who tried to replace the cowboy Stetson of Southern Alberta with a safari-type pith helmet; needless to say, the attempt was a dismal failure. Frank E. Smith replaced Wall in July 1968 and remained until 1974, leaving after a disagreement over budget with Steve Kotch, president of the Association. (Kotch owned Northern Bus Lines, a pioneer Southern Alberta transportation company, now known as Exotic International Travel Agencies Limited.) Joe Balla, a newspaperman and former city alderman, was Director during 1976 and was replaced by Rob Tivy, who directed the operation in 1977. Tivy was followed by Jill Nish, from 1978-80, and Randy Smith, from 1981-present. The organization is now called the Travel and Convention Association of Southern Alberta.

In 1969, the Chamber of Commerce initiated Operation Placement as a joint venture with Canada Manpower (now Canada Employment and



Immigration). The program was designed to help find summer employment for high school and post-high school students. Now operated separately from the Chamber, the program was called Hire-a-Student in 1981. (In 1965, the Chamber had interested itself in a kind of related project, that of career planning for recent high school graduates. It was called Career Counselling.)

By the end of the 1960s, it appeared that the future of Lethbridge was bright, indeed. The coal industry had collapsed in 1965 but had been in decline since 1919 and the impact on the economy of the region was minimal. Commercial and industrial expansion had surged ahead during much of the 1950s and 1960s and centres of learning and research had had a significantly increasing impact on the economic well-being of Lethbridge. Unlike many of the straight grain-growing areas of the Prairies, Lethbridge was surrounded by about 1.0

million acres of irrigated land and boasted a diversified agricultural economy. There was a strong livestock base and a very important food processing industry. The region had only about four percent of the province's arable land, but yielded 22 percent of the province's agricultural production. Lethbridge region farmers paid about 48 percent of all income tax paid by Alberta farmers.

Exciting prospects were in store for the future. The 1960s might have been characterized as the era of the University of Lethbridge. The 1970s gave every indication of being the era of downtown commercial development. In 1969, Marathon Realty, a subsidiary of CP Investments, indicated that, in the next ten years, the CP Rail marshalling yards and trackage in downtown Lethbridge were destined to be removed and the property was to be made available for commercial development.



Aerial view of Lethbridge showing central business area before railyard relocation, and previous to the deterioration of the point area as an automobile salvage yard. At this time the coulee right of the old brewery road was a refuse dump area which was a constant problem with Lethbridge's prevailing west wind. P19752204051GP



## THE GREAT INFLATION

In 1968, U. S. President Lyndon B. Johnson's Great Society started the great inflation, with consequences that were to plague the Canadian economy for years to come. Then the Organization of Petroleum Exporting Countries (OPEC) oil price shock of 1973 sent the industrialized economies into a further tailspin of inflation and recession. The world suffered a second OPEC oil price shock in 1979. Canada was protected for a time from oil price increases by government policies that turned out to be misguided.

One result of these economic difficulties was that the decade of the 1970s was a troubled one for Canada. In spite of abundance and prosperity, the people of Canada were unable to fashion a sense of national identity or destiny. Canadians in every province, for a variety of reasons, grew increasingly critical of the roles played by federal institutions. The West awoke to its resource riches, demanded partnership commensurate with its wealth, and insisted on an end to economic colonialism. Inflation, once thought to be an economic aberration limited primarily to wartime, became chronic.

Inflation worsened as the decade wore on, and by the early 1980s had reach crisis proportions. In August 1981 the rate of inflation stood at 13 percent, the highest since 1948. At the same time, interest rates, used to fight inflation, stood at more than 22 percent. By 1982, the Canadian dollar, relative to the United States dollar, was in the 77 cents range and a 75-cent dollar appeared to be possible. The collapse of several megaprojects--the Alaska pipeline, the heavy oil extraction plant at Cold Lake, and the Alsands project at Fort McMurray--cast a pall of gloom over the provincial economy. Led by real estate firms, companies failed, went into receivership or declared bankruptcy. Housing starts and sales fell precipitously. The federal deficit was projected to be \$19.6 billion, thought by the Chamber of Commerce to be the single most alarming aspect of the Canadian economy. During all these years, the more powerful members of Canadian society attempted to keep ahead of inflation. This led to wage demands and other cost increases that wreaked havoc on the weaker members of Canadian society, particularly the aged.

The Lethbridge Chamber of Commerce, in an annual report, had this to say about economic conditions: *"The 1980-81 year saw the introduction of the National Energy Program in the federal budget, which, together with a preoccupation in constitutional matters, led to the inevitable federal-provincial confrontation and in turn produced a devastating effect on the economy of our country. It*

*is easy to think we in Southern Alberta are in some way isolated from the rest of the country's economic problems. However, this is not so and your Chamber has been very active in presenting to both the provincial and federal governments the views and concerns of the business community."*

In 1981, no one was unaware of problems associated with inflationary trends. A few examples of these trends were: cost of city lots in Lakeview subdivision, 1966 - \$40 per front foot, 1976 - \$295 per front foot, and 1981 - \$800 per front foot; cost of purchase of city bus, 1966 - \$21,000, 1976 - \$67,000, and 1981 - \$130,000; and City Manager's salary, 1966 - \$14,500, 1976 - \$36,000, and 1981 - \$55,000. Yet business went on, as it had always gone on, in good times and bad, in war and peace, through recessions and depressions.

The Chamber of Commerce was not directly involved in several important developments of the 1970s. These included downtown redevelopment, railway relocation, and the resurgence of the coal industry. Individual members were involved, often in important ways, and the Chamber at various times discussed these events and passed resolutions of support for all of them.

Downtown redevelopment, still actively underway in 1982, began in 1971 when Woodward Stores (Alberta) Limited began to look seriously at Lethbridge. Before the year was out, the Economic Development Directorate of the City of Lethbridge had sold Woodward's on a downtown location for a new store and business complex. The area first looked at was that lying between 2nd and 4th Streets and 4th and 5th Avenues South. Woodward's objected to this area, saying that if the city wanted them to anchor a major downtown redevelopment, they had to front on 5th Street South. The city agreed and began the difficult task of land assembly, which eventually involved the demolition of old favorite locations such as the Capitol Theatre. In all, 20 acres worth \$1.3 million were acquired. Construction began in 1974 and the complex opened on 27 August 1975. At that time, Alberta government officials wanted to consolidate their Lethbridge offices into one complex. Their intention was to rent space from Woodward's but they balked at the rental that was to be charged. As a result, the Province built its own building in the area bounded by 5th and 6th Avenues and 2nd and 4th Streets South. Fortunately, the same architect (B. James Wensley and Associates Ltd., Edmonton) designed both Woodward's complex and the Provincial Building and so they turned out to be esthetically pleasing and compatible in appearance.



The new No. 1 Firehall was built at the corner of 6th Avenue and 5th Street South in 1974, thus contributing to redevelopment of the region. It was located on 6th Avenue so as to be able to serve West Lethbridge. Unfortunately, the new No. 1 Firehall left the legacy of the old No. 1 Firehall, built originally in 1890 and rebuilt in 1910. At one time, city offices and the police force were located there and, in 1981, there were still a couple of old cells in the basement. The Firehall was designated a provincial historic site on 30 July 1979 but, even earlier, many thought it should be preserved. The city missed its best chance to preserve the old building in 1978 when F. S. Weatherup was turned down in his bid to convert it to a restaurant. In 1981, another developer showed interest but funding was uncertain and the future of the old building was far from assured. In 1981, also, a senior citizens' highrise was under construction on 4th Street just off 5th Avenue South and a new Court House was being built in the area bounded by 3rd and 4th Streets and 3rd and 4th Avenues South.

An important phase of downtown redevelopment and of the development of West Lethbridge was the construction of a freeway and bridge to connect 6th Avenue South and West Lethbridge. There seemed to be considerable reluctance on the part of the Social Credit administration prior to 1971 to support this construction. One got the feeling that the Socreds felt Lethbridge should be punished for daring to cross the river by being forced to use a nine-mile-long, roundabout route to get to and fro. Conservative Premier Peter Lougheed was in Lethbridge on 23 September 1972 to open the university and was taken there by Dennis O'Connell on slippery roads on a cold, foggy day by the most circuitous possible route. Whether the trip had anything to do with it is debatable, but Premier Lougheed announced at the university that Clarence Copithorne, his Minister of Highways, had made his inspection and the decision had been made to build a bridge. The Sixth Avenue Bridge and 2.1-mile-long freeway were opened on 7 February 1975.

Railway relocation got its start with the passing of an act by the Government of Canada on 7 May 1974 entitled "*The Railway Relocation and Crossing Act*." Its purpose was to facilitate the relocation of railway lines and to provide financial assistance to a maximum of 50 percent of the cost. But, even earlier, Marathon Realty was quoted as saying on 16 May 1970 that most of the marshalling yards and trackage in downtown Lethbridge were destined to be removed in the next ten years and the property to be used for commercial development. By 1973, railway relocation was being discussed widely throughout the city.

In Edmonton, Dr. Hugh Horner took Lethbridge railway relocation under his wing and

retained it in spite of several moves to other Cabinet posts. In the next few years, the city's Economic Development Directorate conducted negotiations with up to five government departments at a time at provincial and federal levels. Eventually, the federal government dropped out of the negotiations and an agreement was made between the Province of Alberta and the City of Lethbridge to split the costs of the project on a 60:40 basis. Details of costs were released in August 1980. Total cost of acquiring the land and moving the marshalling yards to Coalhurst was \$31.2 million, made up of \$25.2 million to CP Rail, \$3.2 million to Marathon Realty for additional land, \$1.52 million to others for land, \$1.27 million to service land in 1983 for sale in 1984, and a contingency fund of \$0.9 million. Sales of serviced land were expected to bring in \$43.0 million; expected profit to the city was estimated at \$4.8 million.

The city mounted a massive public relations campaign to sell the concept to Lethbridge voters as organizations sprang up to force a plebiscite. On 15 October 1980, railway relocation was supported by 55 percent of the electorate. Mayor A. C. Anderson, the real spark plug behind the scheme, looked upon this approval as the most significant event to occur in the 75-year history of the city. Agreements were signed in November and planning for the move began.

Railway relocation removed a psychological, as well as physical, barrier dividing North and South Lethbridge. Crossing it had been as difficult in its way as crossing the Oldman River had been a decade earlier. Some advantages of the scheme were that relocation would rid the downtown area of blight and stop peripheral development leading to urban sprawl; it would permit construction of traffic arteries, specifically the Northwest Parkway; it would permit the restoration of Galt Gardens, which had become seedy and a hangout for drunks and panhandlers; and land sales were expected to help assure the immediate economic future of the city.

The resurgence of the coal industry had been a long time in coming and, even in 1982, was far from assured. It was the presence of coal at the Coal Banks on the Belly River that resulted in the development of Lethbridge. Coal mining reached its peak during the First World War when 2,000 miners in ten major mines produced about one million tons of coal per year. A decline set in in 1919 and, except for a brief period during the Second World War, continued until the collapse of the industry locally in 1965. On 26 May 1981, Fording Coal Limited (the coal mining arm of CP Enterprises) and Idemitsu Kosan of Japan announced their intention to open an underground thermal coal mine near Shaughnessy. The price of thermal coal had tripled since 1978, to about \$70 per tonne, thus making the project feasible. The development was expected to



become Canada's largest underground mine, employing 350 men and producing one million tonnes of coal annually, possibly rising to three million tonnes eventually. Even one million tonnes annually meant the loading of two, 100-car unit trains per week and, hence, rail transportation to the West Coast was one of the keys to a successful operation.

In their early explorations, Fording Coal had opened an adit on Piyami (Blackfoot for "long") Coulee and, with additional drilling, showed reserves of 100 million tonnes in their 14,000-acre holding. Or so the news reports said. This was considerably more coal than had been suggested in a Board of Trade study of the area in 1944. At that time, the Board estimated that the field contained two million tons of extractable coal per square mile; Fording in 1980 was reported to show about twice that amount. We think the confusion arose in the minds of reporters and was related to the fact that one hectare equalled 2.47 acres.

In addition to the Fording operation at Shaughnessy, Petro-Canada Limited had sunk a shaft called the Kipp Experimental Mine in the area west of Coalhurst. The shaft was expected to tap the same Galt seam that was being tapped at Shaughnessy. Intentions were to obtain an initial sample of 25,000 tonnes of coal and ship it to South Korea for testing.

In June 1974, the old city-owned Power Plant in the riverbottom was sold to Calgary Power Limited, but not before the usual spate of protests, petitions, opportunism on the part of aspiring politicians, organization of a "Save Our Power Plant Committee," and the hullabaloo that has always accompanied major--and some not so major--decisions in Lethbridge had run its course. Other changes--the site of the university, the move to West Lethbridge, railway relocation, a new city hall, the two hospitals controversy--all set off waves of protest in their turn. The Chamber often, but not always, was a voice of reason amid the emotion and furor.

The Chamber of Commerce had a long publishing history, which continued during the 1970s. Its first publication appeared in 1891 and consisted of 100 copies of the constitution and bylaws of the Lethbridge Board of Trade. No copies have survived but bylaw revisions have been published frequently since. During 1895-1912, the Board of Trade directed considerable effort and resources to securing settlers and industry for Lethbridge. One of several techniques was the publication of promotional literature, which described the opportunities to be found in Southern Alberta. Several such booklets were written by J. W. McNichol, Secretary-Treasurer of the Board of Trade, in 1909-10 but even in 1899 Rev. Charles McKillop had taken such literature with him on a trip to Ontario. Most of the booklets dealt with

agricultural opportunities of the region and offered practical advice for the homesteader. But one, "*Lethbridge: The Pittsburg of the Prairies*," was meant to promote industrial development.

In 1914, George R. Marnoch, president of the Board of Trade, began to publish the Annual Report of the organization in an attractive, soft-cover 6 x 9-inch format of about 50-60 pages. These booklets were published from 1914-44 and were very informative. In 1947, the Annual Report was produced in 8 x 11-inch format of four pages and contained much less information. About 1964, the annual report evolved into a "*Report to Shareholders*" and this in turn into an "*Annual Report to Shareholders*." The latter consisted of a single 8.5 x 14-inch sheet containing a President's message, a chronology of presidential activities, a two- or three-paragraph annual report, and a list of officers for the year. It contained essentially no useful information of a lasting nature.

Numerous reports and proceedings of important meetings were published. An early example was a booklet issued on the occasion of the Seventh Annual Convention of the Western Canada Irrigation Association, held in the Lethbridge Hotel on 7 August 1913. A much later report was the proceedings of the 1972 Water Users' Conference. There were many more. An example of a commemorative booklet was a 12-page pamphlet entitled "*This Is Lethbridge, Alberta, Canada's Award Winning City*." (The award referred to was presented by Town and Cities Magazine, which in 1962 declared Lethbridge to be Canada's Model City. In July 1972, the magazine Trade and Commerce designated Lethbridge as The City of the Year. But by this time the Chamber of Commerce was becoming blasé about awards and no pamphlet was issued.)

In 1947, the Chamber of Commerce published "*Green Acres*," which discussed the advantages of irrigation. This was followed about 1950 by "*More Green Acres*." In 1955, "*Industry and Green Acres*" appeared; it combined the story of irrigation with a discussion of oil and gas, focussing mainly on the recently-discovered Pincher Creek gas field. In 1949, the Chamber published "*Lethbridge, Alberta--Irrigation Capital of Canada and Its Prosperous District*," all part of the effort to boost irrigation in Southern Alberta.

In 1947, the Lethbridge Herald published a statistical survey called "*Lethbridge and District: Finger Tip Facts for the Busy Executive*." This compilation was taken over by the Chamber in 1950 and published under the title, "*Lethbridge and District (and the year)*." It was printed in such a way that the various headings--Production, Agriculture, Manufacturing, Coal Oil and Gas, Irrigation, City of Lethbridge, and Statistics--could readily be found.



"*Fingertip Facts*," as the publication was popularly called, was a very valuable reference. In 1970, its compilation and publication was taken over by the Economic Development Department (now the Economic Development Directorate) of the City of Lethbridge. The annual compendium of statistical information was meant to provide people interested in investing in Lethbridge with basic market information and thus help them to reach a decision about locating here.

The Tourist and Education Committee was active in publishing in the 1950s. The Tourist Committee, for a time under Sven Ericksen, noted restaurateur, published a variety of tourist brochures, often in considerable quantity--30,000 copies in one printing, for example. In 1951, the Education Committee published "*Why Lethbridge Needs a Junior College*"; in 1953, "*A Glance at Education in the Lethbridge Area*"; and, in 1954, "*Our Schools Are Linked With The Future of the Lethbridge Area*." Also, in the 1950s, the Chamber published a "*Statistical Review*", which tended to complement *Fingertip Facts*. And in 1952, the Chamber began to publish a monthly newsletter. It was still being published in 1981 and was called "*The Bulletin*".

In 1976, to help to answer some of the approximately 1,000 inquiries received by the office each year, the Chamber produced an illustrated booklet of 24 pages in 8" x 11-inch format entitled "*The Big Little City: Lethbridge*". It contained information on such things as Parks and Historic Sites, Education, Conventions and Exhibitions, Medical Facilities, and Recreation and Sports. By 1978, the first printing was exhausted and it was reissued in 5 1/2 x 8-inch format and called "*Lethbridge: Alberta's Third Largest City*". The last edition had gone through two printings in 1981. In 1978, in an effort to answer questions about Lethbridge businesses, the Chamber printed "*Lethbridge Chamber of Commerce Membership Roster & Buyers' Guide*". It measured 4 x 8 inches, contained 20 pages, and fit conveniently into a breast pocket.

The Chamber of Commerce had a kind of muted love-hate relationship with labour. Chamber officers made no bones about it: the Chamber's business was business and labour came into the picture only insofar as it affected business. There was very little about labour in the early minutes of the Board of Trade although, in those years, strikes were commonplace in the coal industry and much disruption must have resulted. The conduct of the Board of Trade during the 1906 coal strike--an important aspect of Lethbridge history--was one of passivity. There were comments in the *Lethbridge Herald* asking the Board to intervene in the strike, or to induce the Department of Labour to involve itself. In the end, W. L. Mackenzie King, Deputy Minister of Labour, came to Lethbridge from Ottawa and

mediated an end to the strike in three weeks. But King seemed to come to Lethbridge because of pressure from Hon. W. R. Motherwell, Saskatchewan's Minister of Agriculture, and others who viewed with dread the prospect of a Southern Saskatchewan winter without coal.

No particular sympathy with labour was shown by the Board of Trade during the Depression, nor any great animosity either. Members proposed the setting up of a porridge kitchen in 1931 to help feed the unemployed. They seemed to be indifferent to the fate of coal miners, some of whom pointed out in a joint meeting that, although Lethbridge was sitting on a coal mine, its businessmen and householders were converting as fast as possible to oil and natural gas while miners' sons grew to manhood with no prospect for work. Board of Trade members took a strong stand against striking beet workers in 1936 and sent a resolution to City Council and the Attorney General of Alberta suggesting that strikers be cut off relief forthwith. Yet, during those Depression years, it was the businessmen who contributed the lion's share of the \$728,412 it cost the City of Lethbridge in relief from 1930-38. (The provincial and federal governments contributed another \$731,570 as their share of Lethbridge's relief costs.)

In 1955, the Chamber of Commerce appointed a member of the Lethbridge and District Labour Council to its executive, the first such body in Canada to do so. One of the reasons was to ensure closer liaison between the two groups. In 1958, a Labour-Management Committee was organized under A. L. (Art) Batty. Special attention was given at the time to a suggested division of the Department of Industry and Labour into two departments and to revisions of the Alberta Safety Act. In 1960, this committee felt it might help to ensure labour peace if each group understood the other's point of view. Accordingly, seminars were arranged on matters of mutual concern by a joint Chamber of Commerce/District Labour Council committee. The two groups worked closely together during the 1960s to secure the University of Lethbridge but then they seemed to go their separate ways.

In 1980, the Lethbridge and later the Alberta Chambers of Commerce endorsed the "*Right To Work Association of Alberta*," an organization that lobbied the government for laws to do away with the closed shop. This stand was condemned by local labour leaders, one of whom was quoted as saying the relationship between the Chamber and the Lethbridge and District Labour Council was "... practically nil. There is no relationship, whether it be good or bad." On 8 June 1981, the *Edmonton Journal* editorialized: "*The Alberta Chamber of Commerce wants to fight unions by outlawing the closed shop. The idea fails philosophically, politically and practically . . . If the Chamber cares*



*about practical issues of labour-management relations they should try building a better climate of trust between workers and employers. Such trust is not improved by the union-baiting tactic of knocking the closed shop . . . Labour-management relations need provocative thought and the Alberta Chamber of Commerce should be a provocative group. But its opposition to an important right of organized labour is less provocative than preposterous."*

In the 1970s, Lethbridge's Industrial Park, located on the northeastern outskirts of the city, helped to provide a favourable balance among industrial, commercial, and residential development. (In 1982, the City of Lethbridge tax base was about 49 percent residential and 51 percent commercial/industrial. The Industrial Park began in the mid-1920s, when the city bought 30 acres in the vicinity of the first Municipal Airport, then located north of the tracks and east of the modern North Mayor Magrath Drive. When the Airport moved to Kenyon Field in 1939, the 110 acres involved reverted to the city. In 1942, the military obtained about 700 acres for use as an internment camp. This land, located north of 5th Avenue and east of 28th Street North, was outside the city limits at the time but was serviced by the city nevertheless. In June 1946, when prisoners left the camp, the complex was turned over to War Assets who dismantled the buildings and sold lumber, fixtures, and everything else at something less than give-away prices. The land eventually went back to the Alberta government, the Lethbridge Research Station obtaining 95.76 acres of it in 1950 for experimental purposes. The Board of Trade and Chamber of Commerce was intimately involved in all of this.

By the late 1960s, the land in the original Industrial Park had been sold. The remaining 600 acres of the internment camp land was acquired by the city for further development. The land was subdivided although it was soon found that companies preferred to negotiate land purchase and servicing according to their requirements. (Swift Canadian wanted 30 acres with only one service lead, for example.) In 1969, Lethbridge was declared a designated area under the Regional Incentives Act, a program whereby slowly-developing or depressed areas were helped back to economic health by grants to industries willing to locate in them. The city retained this status for four years and companies such as Horton Steel, Dresser-Clark, and Swift Canadian took advantage of DREE grants (Dept. of Regional Economic Expansion) to locate here. Local companies, e.g., Lethbridge Iron Works, also took advantage of DREE grants to locate in the Industrial Park. Several companies, e.g., General Foods, and International Distillers Canada Limited (Palliser Distillers) came into the community without such grants.



Horton Steel, one of several DREE grant projects in the Industrial Park.  
P19752507022GP

By 1982, the Industrial Park was a complex of warehouses, trucking service centres, prefabricating plants, manufacturing establishments, and food processing structures.

On 6 April 1979, the Chamber of Commerce lost records, data, and office equipment by fire for the second time in its history. The Chamber had moved into the Schwartz Agencies building Enerson Motors building at 4th Avenue and 9th Street South in 1975. Twenty years of records were stored in the basement. A malfunctioning heater, which had been placed at the bottom of a stairwell, was blamed for the fire. Chamber records were severely damaged by water and much data were lost.

An important charitable organization in Lethbridge in the 1970s and later was the United Way (formerly the Community Chest). Membership included about 15 worthwhile agencies, all of whom submitted annual budgets to the Executive of the United Way, then were allotted resources based on their budget and the amount of money the United Way expected to collect. Collections were made once a year through voluntary donation and, after administrative expenses were deducted, the remaining monies were divided among member agencies. The United Way was started in Lethbridge by the Board of Trade and, for many years, the Board and Chamber of Commerce provided office space for what was then the Community Chest. It began in Lethbridge at a meeting on 14 January 1941 when a Special Committee recommended that the Board of Trade support the proposal to organize a Community Chest, that the businessmen of the city



be urged to take a strong interest in the movement, and that a committee be formed of key men around a strong chairman with a permanent secretary. Members of the Special Committee were: H. G. Long (chairman), E. C. H. Davis, J. Sutton, T. H. Cauldwell, and Charles Bryant.

As recently as the 1960s, the Chamber of Commerce and City Council held regularly scheduled meetings two or three times a year to discuss mutual problems and concerns. By 1980, these meetings had not been held for several years and an effort was made to reinstitute them. Unfortunately, the first such meeting ended in acrimony, mainly over an issue involving the location of an Alberta Agriculture food processing research centre. Council had appointed a one-member committee to monitor the development but the decision was made to locate the new facility at Leduc rather than at Lethbridge, where much of the food processing industry of Alberta was located. The Chamber felt it had not been informed of this until after the fact and, hence, had no chance to lobby for the southern location. As it turned out, there was no need for disagreement. The Leduc location was selected by Alberta Agriculture for three reasons: because of its nearness to food scientists, experimental equipment, and the Horticultural Section of the University of Alberta; because it was hoped that the new facility might encourage more food processing graduates from the university by providing laboratories, equipment, and a place to conduct applied research; and because it was more centrally located if the oil seed crops of the Peace River district were considered.

The Chamber of Commerce had a long interest in irrigation development and took great pride in the St. Mary River Irrigation District and the Lethbridge Northern Irrigation District, both of which it helped to create. In the 1970s, there was still considerable interest in expansion of irrigation as authorities believed another 700,000 acres could be brought under the ditch. Another major interest was in the recovery of salty (saline) soils, a serious problem of the region. Provincial priorities were: first, the improvement and renovation of existing projects; and second, expansion into new irrigated areas. In 1980, the Government of Alberta announced the spending of approximately \$340,000,000 on irrigation expansion and upgrading plus another \$140,000,000 for a new dam west of Lethbridge.

The Chamber of Commerce was involved in many miscellaneous activities during the 1970s, only a few of which can be outlined here. In 1977, the Chamber introduced a Trade Dollar as a money-making venture. The first design featured Coaly Coalbanks (posed by Al Greenway) on one side and the CP Rail High Level Bridge on the other. In 1981, symbols of the Nikka Yuko Japanese Garden and the Alberta Summer Games were featured. Ten

thousand of these coins were minted and were sold from May - September. Businesses accepted them as legal tender worth one dollar. A successful Anti-Shoplifting campaign was conducted with signs prominently displayed in member stores. (In 1982, the Chamber allied itself with a program called "Crime Stoppers.") In cooperation with the Lethbridge and District Exhibition and the Travel and Convention Association, the Chamber constructed a float to be used in regional fairs. It appeared in upwards of 20 parades during the season and won many awards. The Chamber helped to sponsor the annual agricultural show, called Ag-Expo, which had grown into one of the best seed fairs and machinery exhibits in Western Canada. The Chamber had created the first Agricultural Exhibition Board and had been involved in annual seed fairs for many, many years. A Crowsnest Highway 3 organization was created to promote a Southern Trans-Canada route; this took about a year of work on the part of the General Manager. In the late 1970s, the Lethbridge Chamber was proud of its winning the Alberta Chamber's Chamber of the Year Award for communities over 14,000 population three times in a row and four times in the previous five years. The award recognized Chamber efforts in various community projects and presentations to governments. In May 1981, the Lethbridge Chamber hosted the 43rd Annual General Meeting of the Alberta Chamber of Commerce.

On the national scene, lenders urged borrowers to accept more and more money, hawking their wares like hucksters at a carnival. Starting about 1978, many businessmen came to believe that they could suspend the law of financial gravity: the rule that downturn follows upturn, that bust follows boom. By 1982, Albertans were aghast at the names of Calgary's staggering business giants: Dome Petroleum, Nu-West Group, Cowley and Keith Limited. Even in Lethbridge, where the economy was not subject to the wild fluctuations of places like Red Deer and Fort McMurray, receiverships and bankruptcies were all too common. For most businessmen, 1982 signalled a time of retrenchment, of declining expectations.



SMRID offices on S. Mayor Magrath Drive, following move from former AR&I building on 7th St. S. P19752291K69GP



## THE LETHBRIDGE CHAMBER OF COMMERCE IN RETROSPECT

The Chamber of Commerce--the name was Americanized from Board of Trade--has been around in one guise or another ever since man first learned to barter. The modern version originated with the fairs and guilds of medieval Europe. In the 1100s, fairs developed from church festivals and provided rural people with an opportunity to exchange their goods. By the 1400s, regular markets had been established in the principal towns and merchant's guilds, organized to keep standards high and to look out for the interests of a particular trade, assumed a growing importance. About 1600, the guild system in Europe began to disintegrate and the first Boards of Trade came into being. These tended to operate, and in Europe still operate, under a measure of government control. They initiated laws relating to factories, markets, customs tariffs, registration and termination of companies, and regulation of transportation. Also, they were established to preserve a high standard of workmanship, to protect employer and employee, and to arrange for such things as the best exchange rates for foreign currencies. The first Board of Trade in Canada was organized in Halifax in 1750. The first Board of Trade on the prairies of Western Canada was incorporated in Winnipeg in January 1879.

A Board of Trade was established in Southern Alberta in 1887 but it was not until 16 September 1889 that such a body was formed in Lethbridge. This was the Lethbridge Board of Trade and Civic Committee, whose primary purpose was to incorporate the town. The organization became the Lethbridge Board of Trade on 13 November 1891 and the Lethbridge Chamber of Commerce on 22 October 1947.

At time of writing, (1982) the Lethbridge Chamber of Commerce was led by a Chairman of the Board, formerly called a president, and a six-member Executive Committee. These were supported by a 30-member Board of Directors. (The mayor, Member of Parliament, and local Members of the Legislative Assembly were ex officio members of the Board of Directors. Also, certain appointees brought the membership of the Board of Directors up to about 40.) All were elected annually by about 800 individual and corporate members. Twelve standing committees organized seminars for special interest groups, brought members up to date on recent developments in industry and business, and assembled submissions and reports for civic, provincial, and federal governments. Other committees and task forces were appointed as required; in 1981 there were about eight of them. Throughout the years, the personality of the

Chairman of the Board, his hopes, his aspirations, his methods of doing business, and his organizational and managerial abilities had an immediate and sometimes lasting effect upon the Chamber.

Women had been declared to be persons in a celebrated 1929 court case that went to the Privy Council in England, then Canada's final court of appeal. However it wasn't until after the Second World War that Chamber bylaws were changed to read, "*Any reputable person . . . shall be eligible for membership in the Chamber.*" Since then women have been admitted to membership and one, Ms. J. Madill, was a member of the Board of Directors. All this was done without any particular fanfare or publicity.

The day-to-day activities of the Chamber were handled by a salaried administrator whose title had ranged from Secretary, Secretary-Treasurer, Executive Secretary and General Manager to President. The title of President for this office was not automatic but was awarded at the discretion of the Board of Directors. It was chosen in May 1981, because the salaried administrator usually knew more about the internal workings of the Chamber than did an elected volunteer and needed the more prestigious title to answer inquiries and to issue statements. Also, the work of the elected volunteer had become onerous and it was expected that the administrator would take on added responsibilities.

The Chamber budget was in the order of \$115,000 in 1981. The General Manager answered from 800-1,000 written inquiries per year in addition to his many other duties. He was assisted by a three-member office staff. (In 1981, the staff consisted of Joanne (Jody) Fry, Assistant Manager; Denise Jacqueline Greve, Personal Secretary; and Margaret Wheatling, Bookkeeper.) Until July 1981, the General Manager and his predecessors had always operated out of donated or rented quarters. On 14 July, the Chamber announced that, through longtime members Victor Meech and Maurice Mitchell, it had acquired on very beneficial terms the H. Wm. Meech Building at 529 - 6th Street South. By 1 August, the Chamber had moved into its new home. Opening ceremonies were planned for 16 September, the date of the annual meeting and the 92nd anniversary of the Lethbridge Chamber of Commerce.

The formal, written objective of the Lethbridge Chamber of Commerce was "*To promote the commercial, industrial, agricultural, social, and civic welfare of Lethbridge and the surrounding district.*" A somewhat narrower but still frequently-quoted objective was, "*To make Lethbridge a better place in which to live, work, and play.*" (The last was added



in the late 1970s to call attention to the importance of recreation in community life.)

The Lethbridge Chamber of Commerce had no written goals. In the past, the organization did have broad, long-term goals which were generally understood even if not written. For example, the first task of the organization was to incorporate the town. Then it zeroed in on the development of irrigation. The early years of this century saw considerable effort expended on the attraction of industry. In 1914 and for the next 40 years, a major concern was again irrigation. This included an active interest in the locating of on-stream sites for storage of irrigation water and their development. In the 1920s and 1930s, particularly, a major goal was the development of a network of roads in Southern Alberta and their gradual improvement; these efforts continued until at least 1948. Air service was of great concern for many years. Tourism took much time and effort from 1911 to the relinquishing of control over the Travel and Convention Association of Southern Alberta in mid-1968.

In the 1980s, one gained the impression that the Chamber was not involved with such long-term goals but, as one officer put it, saw its role as *"putting out brushfires."* This lack of long-term goals led to considerable negative comments in the press. Columnists referred in scathing terms to *"a Chamber of Commerce mentality"* and called the organization everything from an *"anachronism"* to a *"dinosaur"*. - References were made to *"the constant, carping criticism of government"* and to the continuing complaints about the needless *"bureaucracy with a capital B--the massive, faceless, red-tape-clogged Bureaucracy of Chamber of Commerce after-dinner speeches."*

The role of the Lethbridge Chamber had changed significantly in recent years. In 1981, the Government of Alberta looked after such things as management of our water resources, the need for rehabilitation of existing irrigation structures and systems, and the contemplated requirements of future irrigation expansion. Alberta Consumer and Corporate Affairs seemed to have taken on responsibilities once assumed by Boards of Trade and Chambers of Commerce. In Lethbridge, the Economic Development Directorate assumed many of the former responsibilities of the local Chamber and printed *"Fingertip Facts,"* a statistical summary previously issued for many years by the Chamber.

All of this illustrated a recurring pattern in Chamber activities. The organization started many projects and took them through the difficult, formative years. Then the functioning project was turned over to other agencies to operate. Examples were, again, the incorporation of the town, the help extended to the fledgling Lethbridge Northern Irrigation District, the years of work that resulted in

the St. Mary River Irrigation District, the evolution of the Community Chest into the United Way, the development of the Travel and Convention Association of Southern Alberta, and the Chamber's Operation Placement, which became Hire-a-Student. These were only a few of many such examples.

Concerns about goals were not limited to the Lethbridge Chamber but were shared by all Chambers. In an interview, G. Denton Clark, president of the Canadian Chamber of Commerce in 1981, addressed himself to this and other subjects. First, he felt it was high time that the Chamber was thought of as more than a national booster club for business. He pointed out that business was a prime generator of prosperity; entrepreneurs were as important to the country as politicians or labour leaders. Since 1975, the national Chamber had attempted to redefine its role and function and to represent its members more effectively on all public issues affecting business. It was the intention of the national Chamber to take clear and well-researched stands on such public issues as unemployment and inflation, the federal deficit, government regulation of business, a national industrial strategy, and policies to encourage freer trade. Clark added that, when he said business was a prime generator of prosperity, he did not mean it was the only generator, but he did want to offer the reminder that, while times were good, increasingly powerful labour and government should give a thought to prudence and restraint as the responsibilities of that power. They should be careful not to tinker too deeply in organizational mechanisms they knew little or nothing about--such matters as markets, invention, innovation, automation, essential profit requirements, and specific competitive strategies in specialized areas. The result of such meddling could be unemployment, low pay, and inadequate taxes. He pointed out that upheavals were inevitable throughout Canadian industry, since it was caught up in the throes of international competition. He concluded by saying, *"About the only public power left to business today is the power to communicate. In these times of short cycles of political party power and disruptive work stoppages, a stand has to be made on the side of persuasion and dialogue. There is a price to be paid if we allow victory to go to the strongest."*

In general, Clark and his successors intended to reorganize the national Chamber to allow for more regional involvement. Equally important was a move away from reactive or after-the-fact criticism of initiatives by labour and government and the establishment of research and recommendations committees. These committees would not wait for legislation before acting. They would continually monitor the good or bad effects of such legislation and would seek to initiate or influence good business legislation.



A vice-president of the national organization felt that a long-term goal should be to get federal-provincial wrangling straightened out. *"It is horrendous what is going on,"* he said. *"From outside Canada we are seen to have everything. But inside, we all seem to be busy looking for our own comfortable niche."* He identified a national Chamber checklist of concerns as: controlling inflation, reducing the federal deficit, cutting back regulations affecting business, developing an energy policy acceptable to all, and improving productivity.

These were also the priorities of the Lethbridge Chamber because the national Chamber simply mirrored the concerns of its members. Local goals, then, while not written, probably were indicated in the names of committees. Some of these were: Agriculture, Business/Educational Affairs, Civic Affairs, Federal/Provincial Affairs, Media/Public Relations, Medical Services, Transportation, Economic Development, and Retail.

Leadership exhibited by the Chamber in 1981 was not as direct as it once was but was still a factor in community life. The only study on city leadership was done by N. Brian Winchester in 1976-77. As interpreted by the Lethbridge Herald, he concluded that the city was no longer governed by an Anglo Saxon Protestant elite of businessmen and professionals with respectable south-side addresses. He pointed out that the local leadership pool had grown and diversified considerably, due largely to an influx of professionals after 1950, and that the city was governed by *"a multiple elite."* One of the pathways to local influence and rule was still active membership in the Chamber of Commerce.

Dr. Winchester recognized three distinct periods of growth and development in Lethbridge: an initial period of substantial immigration and economic development during which Lethbridge was incorporated as a town and subsequently recognized as a city (1882-1919); an extended period of negligible growth and development (1920-1945); and a period of extraordinary population increase and economic expansion (1946-1981). He went on to present an historical synopsis of growth and development in Lethbridge.

Lethbridge began as a company town, its future closely tied to the success of Sir Alexander Galt's coal mining enterprise. From 1882-1900, the character of Lethbridge changed from a primitive mining camp to an urban community as an increase in coal production led to the construction of two railway lines, the publication of the first newspaper, establishment of a telegraph service to the east, and the immigration of increasing numbers of merchants and businessmen. During those formative years the economy of the town depended almost entirely upon the Galt companies, which employed as many as 1,000 workers during peak production periods. By

1905, Protestant and Catholic Church Boards had been established, the population had grown to more than 2,000, and Lethbridge had incurred its first municipal debt.

What began as a decline in coal production in 1919 ended with the collapse of the industry after the Second World War. In sharp contrast to Lethbridge's early boom years, the interwar period was characterized by economic uncertainty and retrenchment, further reflected in a greatly reduced population growth rate and an actual decline in school population. Lethbridge found some hope in a new role as the principal marketing and service centre in an expanding and diversifying regional agricultural economy.

The first decade following the end of the Second World War marked a sustained period of growth, the extent of which had not been seen since the great influx of settlers at the turn of the century. The population of Lethbridge increased by 78 percent; the school population by 92 percent; retail sales, commercial construction and areal extent of the city more than doubled; and the St. Mary River Irrigation District added some 300,000 acres of irrigated land to the surrounding region. Perhaps most illustrative of this remarkable recovery was the fact that whereas only one new school was built in Lethbridge in the 30 years after 1920, 11 new schools were built in the 11 years after 1950 and the city established the first public Junior College in Alberta in 1957.

Lethbridge's post-Second World War growth was attributed to a combination of general economic prosperity, increased purchasing power in the trading area of the city, and the establishment of numerous new industries, all of which were linked to agricultural expansion.

The city's accelerated growth rate could not have been sustained indefinitely, nor would it have been desirable. Anything in excess of four or five percent per year placed enormous strains on the city to meet servicing requirements, provision of schools, and provision of other facilities. The early 1960s initiated a temporary brake on growth which resulted in several years of slow population growth. In 1967, the efforts of a coalition of civic and business leaders and educators succeeded in having established in Lethbridge a third provincial university, which was the catalyst for the renewed development of the last 15 years.

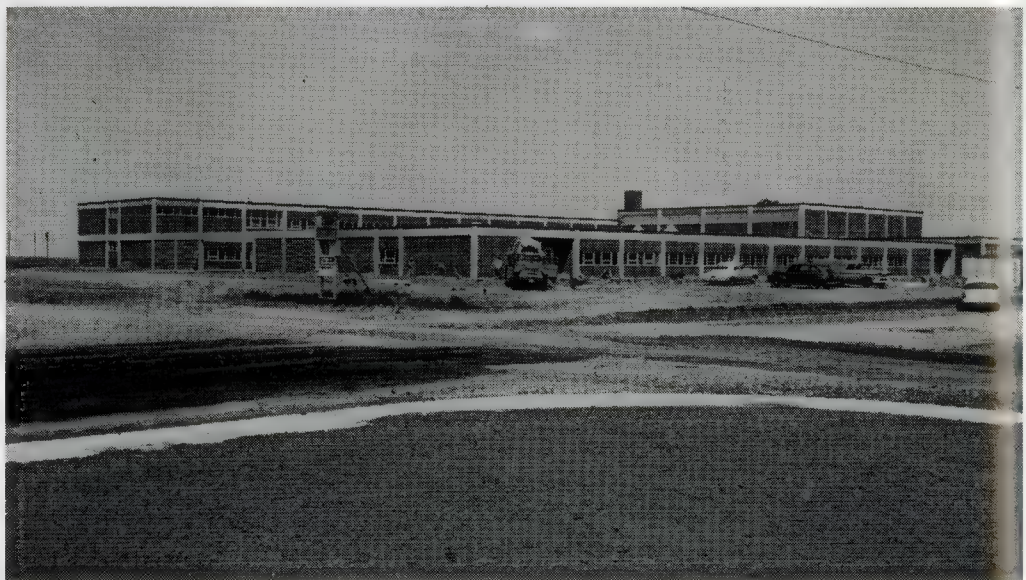
West Lethbridge was planned to accommodate 30,000 people and, with a population of 8,886 in 1982, was the fastest-growing part of the city. It was a *"planner's dream"* with new concepts in residential areas; in design of schools, churches and recreational facilities; and in additions to the university complex. Lethbridge's expansion across the Oldman River Valley was compared to the experience of Saskatoon,



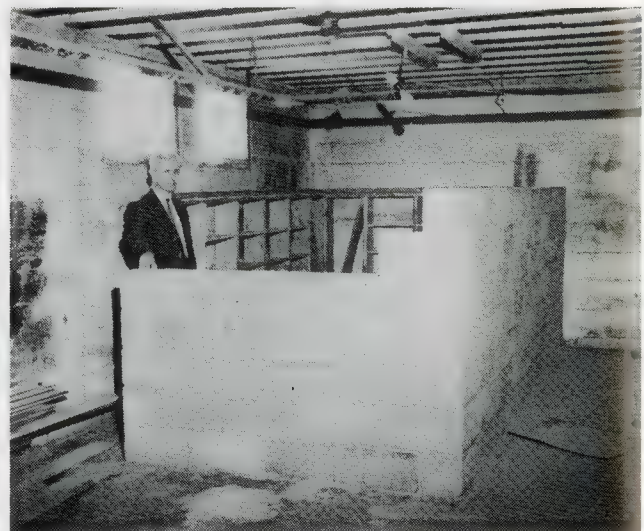


Following the post war population boom from returning service men and immigrants, schools were overcrowded. After having built few schools in the preceeding 30 years, new schools were built and existing structures were renovated. On the left is Westminster School with a new library and auditorium under construction. P19752210106GP

Right: A second high school was built in North Lethbridge on the corner of 9th Ave. and 20 St. which later became a Jr. High School when the old Westminster School was torn down. In 1961 it began as Winston Churchill High but is now Wilson Jr. High School. P19752210182GP



Below left: The new School District #51 administration office, and on the right is a bomb shelter constructed in the early 1960's in a south side school. P19752210216GP





Right: One of two identical schools constructed in Lethbridge. McKillop School on 5th Ave. N. and General Stewart School in the Dieppe area of the south side are both "Maximlite Schools". The architect was Norm Fooks. P19752210115GP



The Catholic School Division also added additional schools during this period. St. Mary's School, shown here on the left was built on 5th Avenue South. P19752210258GP

Below: Gilbert Paterson School was opened in 1956 as a combined elementary and Junior High School serving the south side. P19752210085GP





Saskatchewan's City of Bridges. In 1909, the fledgling University of Saskatchewan was built on the opposite side of the South Saskatchewan River from downtown Saskatoon. Effects were entirely beneficial and led to major residential and commercial growth in the years that followed.

Lethbridge was fortunate in having a stable agricultural, governmental, and educational base, which was more attractive to developers and investors than the boom atmosphere created by such things as the whims of the petroleum industry. The London Road Neighborhood Association and similar organizations, with their emphasis on the preservation of the architectural character of neighborhoods and the consequent enhancement of property values, were of great moment in the city. Railway relocation, in progress in 1982, provided land for a variety of commercial, institutional, and residential uses. *"Moving the tracks"* was to change significantly both pedestrian and vehicular traffic patterns, a major factor in determining the viability of commercial sites. In about ten years downtown redevelopment had changed a run-down, dilapidated neighborhood into a potentially vibrant community with a new hotel, shopping complex, provincial offices, courthouse, firehall, business blocks, and a

senior citizens' highrise.

From the outset, the Chamber has included nearly all the prominent members of the city's business community and, in fact, the roster of presidents and council members of the Board of Trade and, latterly, of the Chamber of Commerce, read like a register of Lethbridge's commercial and financial elite. Most of the mayors of the city have been prominent members of the Board of Trade or Chamber of Commerce, as have many members of the North-West Territorial Assembly, Members of Parliament, and Members of the Legislative Assembly. The result of all this was that the businessmen grasped control of municipal politics and, in the early days, of territorial and provincial politics at the local level. Most of the early politicians reported to the Board of Trade even before they reported to city authorities and, presumably, there is still good communication between the Chamber and local political representatives. Winchester pointed out that there has been considerable weakening of that authority since about 1950, but all in all, the organization was, and to a lesser extent in 1982 still is, a power to be reckoned with in Lethbridge.



## In the Interim

1982 - 1997

Since this manuscript was completed in 1982, many changes have occurred in Lethbridge, the most significant the relocation of the C.P. rail yards. Construction of Park Place Mall on the vacated site, along with the clean-up of the area west of Third Street South, brought new life to the downtown area. A new court house, several office buildings, and the new police station, opened in November of 1996, have made the downtown area more appealing to business. Some of the older business blocks, such as the Whitney Block, built before 1910, the Hick-Sehl building, built in 1912, the Castle Apartments from the same era, and the No. 1 Fire Hall from the turn of the century have seen major restoration. Grants from the Historical Resources Foundation assisted in the restoration of the Chinese Free Masons Building and the Chinese National League building. Lethbridge Centre Mall added a second floor with additional commercial space which also helped to rejuvenate the area between the two malls. Unfortunately some of the older business blocks are being used as little more than warehouse storage, and their unsightly appearance with brown paper on the windows does not aid the business climate of the area at all.

'People' were added to the downtown core when two large condominiums were constructed west of the new mall. With underground parking and special areas for resident use on every floor, couples 50 years and older live within walking distance of the city's major shopping area. A third condo unit is presently under construction to add more 'people' which can only assist business in the area.

The streetscape of this prime business district was enhanced by the upgrading of Galt Gardens which had become somewhat neglected with many complaints about alcohol abuse along its pathways. A theatre area with seating and attractive lighting and paving blocks, which were also used on downtown streets, gave everything a needed facelift.

Of course in the intervening years since 1982 some businesses in the area have closed. The popcorn stand run by A.E. Coulter on the corner near Galt Gardens closed its door. The Lethbridge Brewery, a major employer in the city also closed. A Waxy Barley plant was proposed for the brewery site, but opposition from many of the general public along with some members of city council cancelled the project. In city council elections the following year, most of the opposing council members lost their seat. The brewery was torn down and the Alberta Motor Association has located on the property. The building vacated when Eaton's moved to Park Place Mall was suggested as a home for the

University of Lethbridge Art Collection, but this did not come to pass, and the building was torn down. A new bank has been built on the site. The unique Marquis Hotel was also demolished to be replaced by a bank. Fire destroyed the Capital Furniture store, but a new building designed to fit in with the older blocks nearby has been erected to house the business again. The parkade erected in 1968 was found to be unsafe and partially demolished in 1994. It remains with only a fraction of its former capacity. Parking continues to be limited although changes to Sixth Street between Third and Fourth Avenues has added some stalls.

The North Lethbridge business district continues to struggle, with problems of little parking and deteriorating buildings. Regrettably only one building shows noticeable restoration on Thirteenth Street North. A Westminster BRZ (Business Revitalization Zone) committee was formed but after a few years it quietly faded away with little to show for its efforts. Revitalization of the downtown area has had its effect on business in the other areas of the city. Park Meadows Mall, Chinook Mall, and the Westminster Mall have had problems holding tenants.

The industrial area of North Lethbridge however, has seen a lot of activity. While the meat packing plants and Dresser Clark have gone, many new businesses have set up or are proposed. A spice plant has located in one of the meat packing plants, the Canadian Government Elevator was sold to private interests to become Alberta Terminals Ltd. and is now operated by Cargill. With line elevators closing down on a large scale, this can only increase business at the former terminal elevator. What was Microtel, has changed hands twice to become J R C Canada, Inc. Automobile dealerships moved from south Lethbridge to relocate with more space for inventory. Two milk processing plants also moved to the Industrial Park area. Pratt & Whitney has been making aircraft engines in the northeast corner of the city since January of 1993. Several more enterprises have been proposed including a pasta plant, and a large pork processing plant said to be able to handle 3000 carcasses a day. The latter has raised some concern about odor and water capacity to handle such an operation.

Housing in North Lethbridge continues to expand. The gap between Hardieville and north Lethbridge grows smaller each year. West towards the river however, some problems with coulee slippage necessitated the removal of five houses on the northwest edge, and several more are currently having problems.



The west side area has grown from 8,886 in 1982 to 17,000 in the recent census. The increased population along with the development of Paradise Canyon Golf Course and its accompanying housing project has brought increased demands for business expansion in the area. Two proposals for mall developments have been brought to City Council in this regard.

On the southeast corner of the city, Wal-Mart replaced Woolco in College Mall and has brought service back to the Lethbridge customer. Wal-Mart is currently the department store attracting the most customers on a regular basis. Price Costco has built a large warehouse-style store across from Lethbridge's newest housing development Fairmont Park. Paying a membership fee seems to be an acceptable way of shopping for Lethbridgeites as the parking lot is generally busy. Another new venture is the Movie Mill located in the former Zellers store in Magrath Mall. With several theatres offering movies at bargain prices, it has brought the price of picture shows down to a fraction of their former cost. A new Safeway store, along with other commercial ventures has also appeared in the area. The Chinook Club of old has been relocated from its position on the corner of 3rd Avenue and 13th Street South to become a private home just east of Highway 5. In the past six months several new businesses have opened along this highway, with signs up for two more automobile dealerships to come. Parkbridge Estates on the one side, and Fairmont Park, along with a possible new one south of that, will bring a lot of traffic to the area, which has to be good for business.

Work has commenced on twinning Hwy. 4 which connects Lethbridge to Interstate 15 at Coutts. The North American Free Trade Agreement has increased trade between Canada and the United States immensely, and Premier Klein has given the twinning of Hwy. 4 to the U. S. border priority in order to increase Alberta's income from this agreement. Work is also in progress on Hwy. 3, the Lethbridge/Medicine Hat road. While not having the same priority as the Coutts highway, it is also a very important connection for city businesses.

The 1995 "Flood of the Century" caused a lot of damage in the river valley. Pavan Park on the

north end suffered extensive damage and Indian Battle Park, the site of Lethbridge's first business ventures, was also damaged. The Parks Department has a redevelopment plan for the area which should be completed by the year 2000. These two parks each house picnic facilities built in cooperation with two Lethbridge service clubs which are in great demand.

The flood also damaged the Country Club Golf Course club house and their new home is almost completed. The softball complex located in Peenaquin Park was inundated, but work has gone forward to repair the damage there. Other new sports facilities include the Rugby Club on the north east corner, the soccer facility built at the exhibition grounds, and a new driving range with professional instructors now being prepared along Highway 4.

Two professional sports teams call Lethbridge home, the Black Diamonds Baseball Club, and the Hurricanes Hockey Team. Black Diamonds is another name for coal, the basis of Lethbridge's very foundation, and we have always been known for our wind, so these two names are quite appropriate.

In 1982, the city administration was led by Mayor 'Andy' Anderson. He was succeeded by Mayor David Carpenter on October 20, 1986 who still holds that position. The city is currently reviewing all departments with an eye to consolidation of personnel. Concern about budget deficits at the provincial and federal level has led to large cuts in funding for almost every area of the city. However plans are presently being drawn up for a new city hall. Funding is said to be in place for such a building without raising taxes.

Health care cuts have brought the closing and demolition of St. Michael's Hospital and dissolution of hospital boards in southern Alberta. A regional body is now responsible for all health care facilities in the southern area. Privatization may bring more opportunities for local citizens to offer services which were formerly handled by the institutions themselves. Whether this will be better or worse, only time will tell. One can only say it does bring opportunities for the entrepreneur with vision to offer his services and perhaps introduce another new business to the city scene.

Irma Dogterom



## Appendix A

### LETHBRIDGE CHAMBER OF COMMERCE PRESIDENTS<sup>1</sup>

1889-90	C. A. Magrath	1957-58	W. E. Huckvale
1891-92	R. E. Sherlock	1958-59	R. C. Tennant <sup>4</sup>
1893	C. P. P. Conybeare		W. P. Davidson
1894	H. Bentley	1959-60	C.L. Sibbald
1895	T. Curry	1960-61	G. L. Black
1896-98	H. Bentley	1961-62	F. S. Weatherup
1899-1900	W. Colpman	1962-63	A. C. Anderson
1901-1905	M. Barford	1963-64	S. Ericksen
1906	M. Young	1964-65	G. Web Lomas
1907-08	C. F. P. Conybeare	1965-66	D. G. W. Sutherland
1909-10	C. G. K. Nourse	1966-67	C. W. Mowers
1911	G. M. Hatch	1967-68	C. W. Redfern
1912	E. A. Cunningham <sup>2</sup>	1968-69	D. F. McPherson
	H. A. McKillop	1969-70	Jack Lakie
1913	W. C. Ives	1970-71	R. M. Tanner
1914-21	G. R. Marnoch <sup>3</sup>	1971-72	T. A. Bland
1921	C. F. Jamieson	1972-73	L. Singe
1922	R. J. Dinning	1973-74	O. C. Stubbs
1923-24	S. J. Shepherd	1974-75	R. C. Hill
1925	H. W. Crawford	1975-76	J. R. Dunstan
1926	A. B. Hogg	1976-77	R. H. Robinson
1927	E.E. MacKay	1977-78	J. K. Kirchner
1928	W. S. Galbraith	1978-79	J. E. Fortune <sup>5</sup>
1929-30	A. G. Baalim	1979-80	Clare S. Malmberg
1931-34	R. W. Greenway	1980-81	Gordon Brown
1934-35	W. T. Hill	1981-82	A. L. Batty
1936-37	R. Barrowman	1982-83	G. Giesbrecht
1938-42	C. A. MacMillan	1983-84	D. Irving
1943	L. E. Fairbairn	1984-85	Dalton Jordan
1944-45	G. B. Davies	1985-86	Richard Davidson
1945-46	C. A. Bryant	1986-87	E. Z Botfield
1946-47	M. B. Wilkinson	1987-89	W. R. Gibson
1947-48	E. R. McFarland	1989-90	Les Talbot
1948-49	H. Barrett	1990-91	John Gray
1949-50	F. T. King	1991-92	Gordon Keith
1950-51	S. R. Lamb	1992-93	Jim Duff
1951-52	R. J. Kitson	1993-94	Dr. Donna Allen
1952-53	F. Calder	1994-95	Doug McLaughlin
1953-54	C. J. F. Beny	1995-96	Bill Jackson
1954-55	R. C. Ellison	1996-97	Paul Wolsey
1955-56	G. Lomas	1997-98	Marc Sabourin
1956-57	A. W. Shackelford		

<sup>1</sup>From September 1889 to May 1981, the title of President was used to describe the elected volunteer who ran the organization. On 19 May 1981, the title was changed to Chairman of the Board and the General Manager, a salaried administrator, was called President if deemed worthy and voted on as such by the Board of Directors. Reasons were that the administrator knew more of day-to-day Chamber business than did an elected volunteer and needed the authority of a more prestigious title to answer inquiries and to issue statements. Also, it was expected that, in order to reduce the workload of the elected volunteer, the administrator would be required to take on additional responsibilities.

<sup>2</sup>Resigned on transfer to Calgary in fall 1912 and term completed by vice president H. A. McKillop.

<sup>3</sup>Resigned 14 April 1921 and term completed by vice-president C. L. Jamieson.

<sup>4</sup>Resigned 31 May 1959 for health reasons and term completed by vice-president W. P. Davidson.

<sup>5</sup>T. Rex Little was elected President in 1978-79 but did not serve because of a disagreement on a matter of principle involving air service in and out of Lethbridge by Time Air or Pacific Western Airlines, the Chamber Executive favouring the latter.



## Appendix B

### LETHBRIDGE CHAMBER OF COMMERCE SECRETARIES

1889-1892	W. A. Galliher <sup>1</sup>
1893	Thomas C. West
1894	Wm. Colpman
1895-1906	C. B. Bowman
1907-1908	H. J. H. Skeith <sup>2</sup>
1909-1910	J. W. McNichol
1911-1912	J. L. Manwaring
1913-1916	D. J. Hay <sup>3</sup>
1917-1918	J. Russell Oliver
1919-1944	James S. Rose
1945-1947	E. Roland Beard
1948-1968	D. S. O'Connell <sup>4</sup>
1968-1972	W. Bowns
1972-1975	Michael Sutherland
1975-1982	C. F. Holloway <sup>5</sup>
1982-	Joanne Fry <sup>6</sup>

<sup>1</sup>Mr. Galliher later became Chief Justice of the Supreme Court of British Columbia.

<sup>2</sup>The Board of Trade began to pay an honourarium to the Secretary about this time. The reason was to pay the Secretary for acting as the unofficial Public Relations officer for the City of Lethbridge. All inquiries re immigration, industry, or agriculture, were channelled to the Board of Trade office.

<sup>3</sup>This Board of Trade began to list the position as Secretary-Treasurer about this time.

<sup>4</sup>The Chamber of Commerce began to list the position as Executive Secretary later as General Manager, about this time.

<sup>5</sup>On 19 May 1981, at a regular meeting, title of the position was changed, at the discretion of the Board of Directors, to President. (The former President was called Chairman of the Board.) On 25 September 1981, the Board voted to extend Mr. Holloway's title to President and General Manager. The change was part of a revision of the bylaws to shift more day-to-day responsibility for running the Chamber to the top paid administrator.

<sup>6</sup>Mr. Holloway resigned effective 31 January 1982 and Joanne (Jody) Fry became Acting Manager pending a permanent appointment. After 1982 The position of Secretary was no longer used. Miss Fry became the manager and is still occupying that position.



## Appendix C

### HONOURARY LIFE MEMBERS<sup>1</sup>

J. D. Higinbotham	E. R. McFarland (1963)
John Craig	Mrs. Kate Andrews (1966)
Wm. Oliver	Hon. E. C. Manning (1966)
T. W. McCaugherty	J. J. Flaherty (1966)
R. J. Dinning	A. B. Hogg (1968)
W. A. Buchanan (1947)	L. C. Halmrast (1969)
J. T. Watson (1949)	N. A. Botterill (1969)
Emil G. Sick (1950)	A. W. Shackleford (1973)
W. H. Fairfield (1950)	C. J.F. Beny (1974)
C. S. Noble (1951)	F. T. King (1975)
A. G. Baalim (1951)	R. C. Ellison (1975)
H. G. Long (1956)	G. Lomas (1976)
R. R. Davidson (1956)	A. E. Palmer (1976)
D. H. Elton (1956)	L. S. Turcotte (1976)
W. T. Hill (1958)	S. Ericksen (1977)
T. B. Campbell (1962)	A. C. Anderson (1978)
R. H. Painter (1963)	D. F. McPherson (1978)

<sup>1</sup>Names prior to 1947 were listed casually in reports, sometimes at the time of death of the member, and it is unlikely that the list for the period is complete . . . In 1956, H. G. Long received an Honourary Life Membership and a Desoto car in April at a special "Harold G. Long Night" while R. R. Davidson and D. H. Elton received Honourary Life Memberships in September.

### — OTHER HONOURS —

Senator W. A. Buchanan and Hon. C. A. Magrath were listed in reports of the 1930s and 1940s as Honourary Presidents. Buchanan was nominated to the post of Honourary President on 10 February 1927 but we have not determined when Magrath was so nominated. Magrath died in 1949, Buchanan in 1954.

Norman A. Botterill was named Honourary Secretary and G. A. Young was named Honourary Treasurer on 1 September 1944. This was done to fill the temporary gap created by the resignation of James S. Rose, Secretary Treasurer of the Board of Trade from 1919-1944. (Elizabeth Fairfield was hired as secretary and carried on operations of the office.) These were working, rather than honourary, positions. The two men ceased to function as Honourary Secretary and Honourary Treasurer when E. Roland (Rollie) Beard was appointed Secretary-Treasurer on 10 July 1945. (At the time he was hired, Beard was President of the Lethbridge Junior Chamber of Commerce, which was organized with the approval of the Board of Trade in March 1945.)



## Appendix D

### FIRST WORLD WAR HONOUR ROLL<sup>1</sup>

Brigadier-General J. S. Stewart, C.M.G., D.S.O. - 7th Artillery Brigade  
Major Alvin Ripley - 20th Battery, 7th Artillery Brigade (Killed in action)  
Major A. B. Stafford - 39th Battery, 10th Artillery Brigade (Killed in action)  
Captain E. C. Mackenzie - 10th Artillery Brigade  
Captain C. Bolton Magrath  
Captain L. M. Johnstone - 113th Battalion, Lethbridge Highlanders  
Captain Thomas Underwood - 142nd Battalion  
Lieutenant A. G. Oliver - 61st Battery, 15th Artillery Brigade  
Lieutenant C. Kerry - 113th Battalion, Lethbridge Highlanders (Wounded)  
Lieutenant H. J. Goode (Killed in action)  
Cadet W. C. Marnoch - 39th Battery, 10th Artillery Brigade  
G. E. A. Rice - Royal Flying Corps  
Private H. T. Henderson - 82nd Battalion (Killed in action)  
Gunner R. A. Fairbrother - 39th Battery, 10th Artillery Brigade  
Gunner J. T. Wellington - 39th Battery, 10th Artillery Brigade (Wounded)

<sup>1</sup>No attempt was made to maintain an Honour Roll during the Second World War or the Korean War. Apparently, about 2,600 enlisted or were conscripted from Lethbridge in the First World War; 261 died in action. About 1,750 enlisted or were conscripted from Lethbridge in the Second World War; 122 died in action. Enlistments from Lethbridge during the Korean War were in the order of 10-15; to our knowledge none died in action. Brigadier-General J. S. Stewart was the highest ranking officer from Lethbridge to serve in the First World War. Brigadier W. E. Huckvale, later a President of the Lethbridge Chamber of Commerce, was the highest ranking officer from Lethbridge to serve in the Second World War.



Appendix E

**INCORPORATION OF BOARD OF TRADE  
CERTIFICATE OF FORMATION**

- of -

**"THE LETHBRIDGE BOARD OF TRADE"**

Dated - 22nd March 1911.

Recorded - 7th April 1911.

Thomas Mulvey

Deputy Registrar General of Canada

"A"

**THE BOARDS OF TRADE ACT  
IN THE MATTER OF THE INCORPORATION OF "THE  
LETHBRIDGE BOARD OF TRADE"**

**Certificate of Formation**

We, the undersigned persons residents of the City of Lethbridge in the Province of Alberta, being Merchants, Traders, Brokers, Mechanics, Manufacturers, Managers of Banks, or Insurance Agents, do hereby certify:

1. THAT we now are, and intend to continue, associated together as a Board of Trade.
2. The name under which the said Association has been known since the date of its formation in the year 1889, and by which it is intended that it should be continued to be known, is "The Lethbridge Board of Trade."
3. The District in which the same is situate, and in which its business now is and is hereafter to be transacted, is the City of Lethbridge in the Province of Alberta.
4. The name of the person appointed as Secretary of the Lethbridge Board of Trade is "Jack L. Manwaring."

IN WITNESS WHEREOF we have hereunto set our hands and seals this 22nd day of March, A.D. 1911.

Signature.....

Signature	Description
Alvin Ripley	Merchant
A. B. Stafford	Merchant
A. E. Ives	Broker
Fred W. Downer	Trader
H. A. McKillop	Merchant
E. A. Cunningham	Merchant
C. B. Bowman	Broker
Robert Sage	Merchant
W. R. Dobbin	Broker
A. Rafton Canning	Merchant
A. H. McKeown	Merchant



N. B. Good	Merchant
F. R. Agnew	Merchant
George M. Hatch	Broker
John Taylor	Manufacturer
A. E. Easton	Merchant
K. D. J. C. Johnson	Bank Manager
Arthur Hayes	Merchant
D. J. McCormick	Merchant
H. J. H. Skeith	Real Estate & Insurance Broker
W. A. Buchanan	Publisher
C. C. Pagnuelo	Wholesale Liquor Dealer
W. J. Nelson	Merchant
John Horne	Wholesale Grocer
C. R. Young	Bank Manager
H. J. Goode	Manufacturer
L. Asquith	Broker & Insurance Agent
J. W. Bawden	Merchant
H. G. Clarke	Merchant
A. C. Price	Lumber Merchant
Sydney Jackson	Merchant
Ralph Slye	Broker
Hugh Donnan	Broker
T. W. McEachern	Bank Manager
G. H. Roy	Mechanic
L. Keel	Merchant
C. R. Carlson	Lumber Merchant
George Kerr	Merchant
Jack L. Manwaring	Broker



## ACKNOWLEDGEMENT OF SECRETARY

I, Jack L. Manwaring of the City of Lethbridge in the Province of Alberta, do hereby certify:

1. That I am the person named as Secretary in the Certificate of Alvin Ripley and others, which is now shown to me and marked "Exhibit A" to this my affidavit.
2. That the persons signatory to the said Certificate are known to me to be associated as therein set forth as members of the Lethbridge Board of Trade.

Sworn before me at the City of )  
Lethbridge in the Province )  
of Alberta this 22nd day of ) Jack L. Manwaring  
March, A.D. 1911. )

N. T. Macleod

Notary Public in and for the Province of Alberta.

(My Commission expires on the 31st  
December, 1911)

## In the Matter of the Incorporation of the Lethbridge Board of Trade.

I, Jack L. Manwaring of the City of Lethbridge in the Province of Alberta, Secretary of the Lethbridge Board of Trade, make oath and say:

1. That the City of Lethbridge, being the District defined in Article 3 of the Certificate of Formation filed hereon, is estimated to contain a population of from Thirteen to Fifteen thousand (13,000 to 15,000), and I say positively that it contains a population of at least Two thousand five hundred (2,500).

SWORN before me at the City of )  
Lethbridge in the Province ) Jack L Manwaring  
of Alberta this 31st day of )  
March, A.D. 1911. )

C. F. P. Conybeare

A Notary Public in and for the  
Province of Alberta.



# Appendix F

## POPULATION OF LETHBRIDGE - 1881-1982<sup>1</sup>

1881	-	4 <sup>2</sup>	1957	-	30,323
1882	-	30	1958	-	31,568
1883	-	80	1959	-	32,782
1884	-	100	1960	-	33,706
1885	-	1000	1961	-	34,911
1886	-	800	1962	-	35,722
1887	-	1,000	1963	-	36,257
1888	-	1,200	1964	-	36,722
1889	-	1,300	1965	-	36,805
1891	-	1,478 <sup>3</sup>	1966	-	36,837
1901	-	2,072 <sup>4</sup>	1967	-	37,022
1906	-	2,313	1968	-	37,760
1907	-	4,000 <sup>5</sup>	1969	-	38,749
1908	-	6,020 <sup>6</sup>	1970	-	39,552
1911	-	8,050	1971	-	40,856
1916	-	9,436	1972	-	41,808
1921	-	11,097	1973	-	42,816 <sup>7</sup>
1926	-	10,735	1974	-	43,612
1931	-	13,489	1975	-	44,522
1936	-	13,523	1976	-	46,818
1941	-	14,612	1977	-	48,975
1946	-	16,522	1978	-	49,638
1951	-	22,947	1979	-	51,668
1954	-	26,986	1980	-	53,135
1955	-	28,300	1981	-	54,624
1956	-	29,348	1982	-	56,500

<sup>1</sup>According to a population list obtained from the City Clerk's office, figures for 1891-1951 (except 1907-08), were taken from the Dominion of Canada census: figures for 1954-1982, inclusive, were taken from the City of Lethbridge civic census.

<sup>2</sup>Population figures for 1881-1889, inclusive, are estimates. These data were arrived at as follows: According to a geologist's report, "In 1881, there was nothing below Mr. Sheran's house at Coal Banks and in descending the river we saw but a single Indian." Sheran lived in the house with his common-law wife, Deer Woman or *Awatoyakew*, and their two children. In November 1882, William Stafford and a small group of miners from Nova Scotia established a camp, later a hamlet, called Coalbanks, in the riverbottom and opened Drift Mines 1 and 2. Coal was being taken from the mine in December and, in the next few months, several thousand tons were sold in Fort Macleod. Rev. John Maclean, a Methodist missionary, began to minister to the spiritual needs of the community in February 1883. Also in 1883, business life quickened and more workmen were employed to build a river steamer, the *Baroness*; to construct Elliott T. Galt's home, called Coaldale; and to establish a sawmill in the Porcupine Hills. Mrs. William Stafford and her eleven children came to the community. In 1884, three river steamers and 20 barges transported coal to Medicine Hat, at least during the season of high water, and, in the fall, 12 miles of grade for the proposed narrow gauge railway to Dunmore, on the CPR main line, was built. The first train over the new railway reached the community on 25 August 1885, and a minor boom developed. By 15 October, when the name of the community was officially changed to Lethbridge, an estimated 900 people had arrived to take advantage of whatever opportunities presented themselves. With the resident population, this brought the total to about 1,000. At the time, the Macleod Gazette remarked that Lethbridge had grown very quickly "... like a new-born city, dropped from the clouds." The boom ended as quickly as it had begun and, in 1886, some people left the town. But in 1887, according to the Rev. John Maclean, "*Lethbridge had a population of one thousand.*" Throughout 1887-89, the mine worked for only a few months in winter and for a couple of days a week in summer. Nevertheless, it is likely that Lethbridge grew fairly steadily during the period as families and others arrived.



<sup>3</sup>The population figure of 1,478 shown for 1891 was recorded on 26 June 1890, as part of the documentation associated with the incorporation of the town in January 1891. As far as we know, this was the first official population count in the new community. The figure was made up of 789 men, 281 women, and 408 children.

<sup>4</sup>The 1901 population was shown on a typed list in City Hall as 2,027, and in a 1911 Lethbridge Daily Herald report as 2,072. We think it possible that the last two figures may have been transposed in the City Hall list and, in the absence of other confirmation, are inclined to accept the 1911 figure.

<sup>5</sup>The 1907 population is an estimate. The figure was used by C. G. R. Nourse, a local bank manager and President of the Board of Trade, in his 1910 report to the Board.

<sup>6</sup>Police census, December 1908.

<sup>7</sup>The 1973 census was taken on 23 January 1973 and the 1974 census was taken on 30 November 1973.

POPULATION ANALYSIS - CITY OF LETHBRIDGE  
1881 - 1981

